



CHAIRMAN'S LETTER

Dear Member

First and foremost may I remind you if you haven't already done so, to book your Dinner Dance tickets. Whether a marshal, competitor, sponsor or enthusiast we want to see you there!

Secondly, a big thank you to everyone connected with Harewood in 1995. I believe we are back on the right road to making Harewood the best and the most hospitable venue in the UK. Tony's comments at the end of season prizegiving were encouraging for us but we accept there is still a lot more to do.

Elsewhere no doubt the results of the poll on the siting of the paddock will be discussed but suffice to say a large majority want to stay at the top of the hill. Redevelopment of the existing paddock and spectator car park access is currently being worked on in design terms and contractors will be active very soon.

Other ideas we are looking into for the future are putting commentary on a radio system and using computer clocks for timing, allowing as many cars to run at once as the hill can safely take. This will help us to give as many runs as are presently offered but also accept a larger entry.

We are grateful for the contribution from the RAC Windfall Fund toward Harewood development which amounts to £2500 which we must match to qualify so some £5000 will be spent on the Hill over the winter.

I would like to congratulate all the championship and award winners on their excellent efforts during the year and I hope to present their trophies to them in person at the Dance.

Finally, may I invite you all to write to the committee with any ideas you have for improving Harewood and its running, over the winter.

Kind regards
Simon N Clark
Chairman

*The Chairman &
Committee of the Yorkshire
Centre and the Editor of the
'Times' wish all members a
very happy Christmas and
a successful New Year.*

DINNER DANCE & AWARD PRESENTATION

Saturday 25th November 1995

Hilton National Hotel

Garforth, Nr Leeds

Tickets £21 each

Available from Rebecca Somers at Design & Fittings,
Sandbeck Way, Wetherby, LS22 7DN

Tel: 01937 584554

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.

CONGRATULATIONS

Congratulations to Simon and Georgina Clark on the birth of their daughter Freya Simone on Monday 26th September 1995 at 4.33am! Freya weighed in at 7lbs 5.5ozs and both baby & Mum are well.

Articles for the next edition of the Times please
to the Editor by 20th January 1996

Mrs Pat Kenyon

4 Leslie Road

Hillsborough

Sheffield S6 4RB

Tel & Fax 0114 234 0478

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

COMMITTEE NOTES

JOHN ENGLISH

Committee Meeting 4th September 1995

The Chairman Simon Clark reported on behalf of the treasurer that the Centre should return a profit for the year. The work to the new control office in the barn is to be done after the September event.

The ends of the kerbs at Country and Orchard will require filling. The gravel traps will require treating with weed killer before the start of the 1996 season.

Methods of increasing the numbers of marshals at events are to be looked at. There will be a marshals social evening in January, details from Tim Bendelow.

Harewood Championship prizes are to be handed out on the day at the September event.

Competitors Forum is booked at the Old Golf House Hotel for 5th November, 9.30 coffee, 10.00am start.

1996 events, a Funday is to be run in conjunction with a specialist promotions company, the suggested date is for a Sunday in mid-summer, exact date to fit in with other local events.

Practice Day/Marshals Training Day, there will be a change in format and timetable, cars running from 11.45am to 3.45pm without a break, training to be carried out before and after these times. Entry fees to be charged per car plus a capitation fee for the second driver, two drivers maximum per car. A request has been received via Harewood Hill Ltd from the organisers of the FIVA World Rally who wish to come to Harewood on Wednesday 19th June 1996. Forms received from the Yorkshire and Humberside Tourist Board requesting event details for 1996.

Moving the paddock - this was discussed in some detail, Chris Seaman is to produce a questionnaire to be sent out with final instructions for the September event.

Committee Meeting 2nd October 1995

Chris Seaman's report on the results of the ballot about moving the paddock taken at the September Harewood event - 100 replies received, 71 for staying, 29 for moving. Following this, and a meeting at Harewood, it was decided to carry out improvement works to the existing paddock area, to extend and regrade the area and erect new fencing, carry out alterations to form a revised access and access road. This was subject to finance being available and Harewood Hill Ltd being in agreement. They are to be contacted. The Centre has been offered a 16 foot trailer cabin which may be useful as a temporary office in the paddock. A suggestion has been received that

ivy should be planted to the tops of the tyre walls, this is to be looked into. Stocks in the medical caravan are to be checked before the start of the season.

The Marshals Night Out is to be on Friday 24th January 1996 at the Old Star Inn, Collingham.

1996 Events - Practice Day date is to be changed to 17th March 1996. Ticket price for 1996 agreed as £5.00 per adult.

Committee Meeting 6th November 1995

The Centre's application to the RAC MSA Windfall Fund has been successful, the monies received are being used on the paddock area improvements, the Centre is matching the monies provided by the Windfall Fund from its own funds.

The 1996 Regulation Booklet is now under preparation, entry fees and prize money are to be finalised at the December Committee meeting.

Following the Competitors Forum held the previous day, the Committee had a long discussion on Speed Event Classes both for 1996 and 1997. It was decided that for 1996 the Classes would remain as they are, but further investigation and research is to be carried out before settling the Classes for 1997. There will be changes in 1997 and the Committee are looking into a new Class structure, following the RAC MSA categories, with additional classes (see also the paper from Brian Kenyon elsewhere in this issue, which was well received by the Committee). If members who were not at the Forum have strong views, please contact Chris Seaman.

Work on the offices in the Barn is proceeding. The Committee are looking into ways of providing improved access in the paddock by the use of either gravel or Netlon Parkgard roadways.

Dinner Dance - it was noted that there are still a number of tickets available for the Annual Dinner. There is still time for members to buy their tickets!

HAREWOOD HILLCLIMB DATES FOR 1996

17th 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
4th August	Montague Burton Trophy Meeting
22nd Sept	Championship Finals Meeting

LETTERS TO THE EDITOR

Horsforth
Leeds
29 August 1995

Dear Editor

I am the person who made the decision to start the class runs on Sunday at the July meeting at 11.00am, not as advertised at 11.30am. First of all let me set down the actual times of start and finish of the practice and timed runs, taken from the official log, in contrast to Paul's (understandable) approximations.

Saturday:- Practice started 9.32am, concluded 4.00pm (not 3.30pm!)

Sunday:- Practice started 9.03am, concluded 10.43am. Timed runs started at 11.01am, concluded 4.20pm. Top twelve run off started 4.33pm and was completed at 5.32pm.

So much for the facts, now the reasons. 149 entries were accepted for this meeting and the timetable was drawn up on that basis. In the event only 132 took part and there were a lower number of Sunday practices than usual. This resulted in Sunday practice finishing about 30 minutes early. The alternatives were to either have everyone standing around for 45 minutes doing nothing and start at the published time, keeping faith with the public, or starting early, keeping the competitors and marshals happy and having a little time in hand in case of any time consuming incidents. It should be borne in mind that a fence breaking incident, not unknown at Harewood, even if not serious from the driver's point of view, can easily take 30 minutes to recover. At Harewood we have an informal agreement with our neighbours across the valley that meetings will cease at 6.00pm and, wherever possible, we attempt to adhere to this. In these circumstances I make no apology for starting the meeting early.

So far as a fourth practice run on Saturday is concerned, practice was timetabled to finish at 4.30pm on Saturday and experience has shown that people often have plans made for the evening based on the time they are likely to leave Harewood. If there had been a fourth practice run the finishing time would have been around 5.45pm. over an hour after the published time! I consider that four practice runs and two timed runs represented reasonable value for money from the meeting.

The problem of published starting times has already been raised with the committee and myself, less publicly, and in future the publicised starting time for a meeting will be the earliest possible time ie. 30 minutes before the expected actual starting time. I suppose I will

then be accused of 'starting late'. I should know after thirty years that you just can't win.

Yours sincerely

J Richard Hardcastle
Vice Chairman Yorkshire Centre

Leeds

25 October 1995

Dear Editor

I thank the Vice Chairman for his reply to my letter dated 18.7.95 concerning the matter of the early start to the meeting on Sunday 9th July although I only mentioned the early finish to Saturday's practice to illustrate my point about time being readily available for the meeting to start on the advertised time. As he brings up my 'approximations' I would like to make a few points of my own.

1. If, according to the official log, it took 1hr 40 minutes to complete 141 runs on Sunday morning practice, why did it take 5hrs 30 minutes on Saturday to complete 369 runs when, just as it was on Sunday, there were also no problems or delays.

As I recall, all batches called assembled quickly, especially before lunch when two runs each were had, although strangely the practice session seemed to slow down after lunch dramatically.

2. If time for all competitors to be given a 4th run was not available, why not allocate a run just for non-RAC championship runners as was the case in reverse last year, or is it just a case of all drivers are equal but some are more equal than others, to coin a phrase.

3. As for making points less publicly, I write to the 'Times' so that all the members know what the opinions of some people are, although not a lot seem to be bothered to voice theirs judging by the amount of letters sent to the editor, rather than sending it to the committee, who as we all know, aren't the world champions when it comes to putting in print what's been discussed at their regular meetings.

I mean no offence over these comments but it illustrates how I feel about certain matters which gives me the impression that I (and other drivers) are second class citizens when it comes to thoughts over how the meetings should be organised and run.

As I see it, opinions should be sought from as large a cross section of drivers, marshals, organisers etc and from as many as possible and if this is through the pages of the 'Times' so be it as debate and consultation is surely the best way to progress and ensure that all connected with Harewood are happy with the way events are run.

Paul Nutter

Leeds
7 November 1995

Dear Editor

Thank you for the opportunity to respond to Mr Nutter's reply to my earlier letter in the same issue of the 'Times'.

To try to answer his points as listed:-

1. I am not in a position to comment on the accuracy or otherwise of Paul's assertions as to the numbers of practice runs on Saturday and Sunday, that information is not recorded either in the official log or in the results. I would say, however, that Saturday practice was not slowed down in the afternoon, as he appears to imply in his letter. I have been a Clerk for too long to fall into the trap of wasting time when I need not.

2. To follow Paul's suggestion, which I doubt to be serious, would only have compounded my mistake of the previous year. We do strive for equality in treatment of all drivers, although we sometimes do not achieve it!

3. If Paul had contacted myself, or any committee member before rushing into print, he would have found that his original complaint had been dealt with before I even had knowledge of his letter. As he will have seen in this issue of the 'Times' his concern about lack of access to the decisions of the committee has been addressed by the reintroduction of 'Committee Notes'. I am sorry that he feels that drivers are treated as second class citizens and that their opinions are not considered. The organisers consider seriously any comment or criticism put to them, either in person, by letter or by correspondence in the 'Times'. To give two examples, the recent questionnaire about moving the paddock directly resulted in the decision to extend and upgrade the existing paddock, and the Speed Events Forum held as recently as 5th November has provided the committee with a lot of food for thought. I am well aware that without competitors Harewood could not continue and to that end a lot of time and effort has gone into making the venue more 'user friendly' over the last two to three years.

In short I, and I am sure all the committee welcome comment and criticism and I do not take offence from Paul's comments, we just prefer the opportunity to respond to them at the time they are made.

J Richard Hardcastle

21 Woodlands Avenue
Tadcaster
14 September 1995

Dear Pat

With reference to Peter Herbert's letter in the July-September edition of the 'Times', I would like to voice my agreement with Peter's concerns over a possible move of the paddock area at Harewood.

I do not believe that Peter is a lone voice, in fact

when talking to my fellow competitors I have yet to find one who would give their full support to the proposal.

May I, through the pages of the 'Times' urge members to write to their magazine and voice their true feelings before it is too late.

Yours sincerely

Mike Smith

PS. May I take this opportunity to thank all Harewood's marshals and officials for an excellent year's motorsport at the North's most prestigious venue.

Shrewsbury
31 August 1995

Dear Editor

PROPOSED CHANGES TO HAREWOOD HILLCLIMB PADDOCK

I was interested to see Peter Herbert's letter in the July-September edition of the BARC Yorkshire Centre Times because I thought, until then, I might be the only person who had some disquiet about the proposed paddock changes!

Like many regular competitors at Harewood the new 'consumer-friendly' approach by those responsible for running Harewood Hillclimb, has been much in evidence this season, so I am sure the Committee would wish to canvas as wide an opinion as possible before embarking on major changes to the present facilities.

Without doubt, the escarpment on top of Harewood Hill is often a windswept and bleak place and many of us have served our 'apprenticeship' getting a Yorkshire 'weather burn' from the wind and rain on top of Harewood Hill! It is, however, by far the best position from which to view the event for competitors and spectators. If drivers and our support crews are to be located in the field below the farmyard it would certainly be both inconvenient and much less desirable from a spectating point of view.

The track itself (and other access roads) are only single vehicle width roads and the mind boggles at the traffic chaos which could be caused by the multitude of cars, trailers, caravans and motorhomes, having to negotiate these tortuous tracks to reach the lower paddock field.

Imagine the situation when competitors who have finished their event in the early classes may wish to leave and go home. Their need to use the roadways, with people coming and going from caravans and motorhomes parked in the lower field, etc. may be a recipe for chaos. Having been shown over the adventurous proposals to convert the old farm buildings for BARC use, I think these proposals are admirable particularly if other extra facilities can be provided for those attending events.

Particularly for low-ground clearance single seater cars. manoeuvring them in the present areas available at

the top of the hill is not easy. However, within limited expense, is not the answer to level (and perhaps hard surface) parts of the present upper paddock area- a JCB for a few days and a few lorry loads of tarmac would make an enormous difference!

I am not aware of the cost of forming new paddock and camping facilities in the lower fields but I would have thought it would have been vastly more expensive than improving the top of the hill.

Yours sincerely
Nick Fletcher

Burton-on-Trent
2 October 1995

Dear Chris

.....May I also take this opportunity to thank you and everyone else involved in the running of meetings and the championship in doing such a friendly and efficient job, making it a pleasure to take part in. See you next year if not before.

Cheers
Nick Reeve

Worcestershire
25 September 1995

Dear Mr Seaman

Thank you for putting on such a good days motorsport for us all yesterday. We were please to get together a good entry of Historics for you and hope the spectators enjoyed it.

We were a bit concerned about the weather first thing, who would have believed it would dry up so well.

We hope we will see you again next season for another attempt at your super venue.

Yours
Richard Neale
500 Owners Association

THE WAY AHEAD

BRIAN KENYON

A paper sent to the BARC Yorkshire Centre Committee for their comments. (See Committee Notes.)

The RAC Speed Events Committee seem to have abdicated their responsibility for classes for hillclimbs and have just listed suggested category groupings.

Who is to set National classes? Is it Speed Championships Ltd or is it to be through mutual agreement with the major hillclimb organising clubs? Or is it going to be left to each individual club to run whatever classes they so wish within these categories?

Time for a change?

1. At the Forum held on November 5th 1995 it was suggested that the present Sprint Classes maybe more suited to the needs of our own competitors than the existing class structure

2. Lack of entries in some of the Marque and

Touring car classes have resulted in constant merging. This is unsatisfactory from both the competitors viewpoint and that of organisers. With this in mind I will endeavour, with the backing of the BARC Yorkshire Centre Speed Events Committee, to elicit the views of competitors concerned as to how this problem can be best resolved.

3. A constant source of dissatisfaction in classes A, B and C is the uncompetitiveness of saloon and massed produced sports cars with the dominant Locaterfields.

4. The results of any changes must reflect the wishes and needs of competitors at Harewood, to ensure fair and even competition, to enhance entry levels and to maintain or improve spectator interest without drastically increasing the number of classes.

POSSIBLE FUTURE CLASS STRUCTURE?

1. Merge Marque & Touring Classes (ie. merge Class 1 with 4, 2 with 5 and 3 with 6). Add two road tyred classes plus one replica class.

2. Using the existing Classes A, B & C capacity splits separate saloon cars from sports cars, add Touring Cars to the saloon cars, and Marque to the sports cars, split off selected sports cars and Locaterfield types. Add two road tyred classes and one replica class.

NUMBERS OF CARS AT EACH OF THE SUNDAY MEETINGS AT HAREWOOD IN 1995 IN THE MARQUE & TOURING CLASSES (1 to 6) AND THE MODIFIED PRODUCTION CLASSES (A to C)

Class 1	7	6	7	6	6	8
Class 2	4	7	6	4	12	6
Class 3	0	1	0	0	0	5
Class 4	0	0	0	1	3	2
Class 5	1	3	3	1	6	2
Class 6	2	7	2	7	11	6
Class A	1(4)	2(5)	2(5)	5(6)	2(10)	3(4)
Class B	5(2)	6(2)	6(3)	12(1)	14(4)	6(3)
Class C	1(3)	1(4)	0(5)	0(8)	2(5)	0(3)

The first number is the number of Locaterfields in each class. The number in brackets is the number of sports/saloons cars in each class

PERSONAL VIEW

After statistical analysis of the numbers of competitors in Marque and Touring and Classes A, B & C at the Harewood Sunday events this year, it would appear unwise to make any changes to our existing class formulae. Therefore I recommend the Committee hold in abeyance any drastic changes until after the introduction of the 1997 new 'class structure' when perhaps a clearer picture will emerge.

I hope for the sake of all sprinters and hillclimbers that the latest RAC MSA farce inflicted upon us is soon resolved.

CLARIFICATION

PLEASE!

Mark Brown

After attending the Annual Speed Events Forum on Sunday 5th November, I would like to know what is classed as a Standard Production Car. The committee stated for example, that the car would have a standard engine.

How are we to interpret this? Could it be rebored to 60 thou, as the current Touring Cars, have race pistons, special tuned head, s/c ratio, LSD etc. I also understand standard road tyres would have to be used. What restrictions would be on the suspension etc?

I am sure your reply would be to read the Blue Book but I wish the matter to be clarified and would welcome the views of the committee.

RESULTS OF THE QUESTIONNAIRE REGARDING THE SITING OF THE PADDOCK AT HAREWOOD

100 PEOPLE REPLIED

73 voted for site A (top of the hill), their comments:-

32 appreciated the better views of the action

23 worried about access to and from site B

8 said it was ideal for bump starting their cars

6 admire the proximity of the toilet block!

2 were worried about the cost of relocating to site B

27 voted for site B (below the start), their comments:-

12 worried about access even though they had voted for site B

5 looked forward to it being warmer

4 were pleased about more space

4 were happy because it is nearer to the start and control

2 appreciated it being flatter

1 said better views!

By the time you read this, work will have commenced on the existing paddock to enlarge it and grade it in certain areas with attention also being given to improving the surface in some areas. Who says we never listen to our competitors!

This poll was taken of competitors at the September Harewood meeting.

Chris Seaman

[Eds note: The reason for the somewhat 'indecent' haste regarding the paddock referendum was because the Centre had to put in an immediate application to the RAC MSA Windfall Fund.]

KILTY VERDICT

PETER HERBERT

On a hot August Sunday, which saw cars flying off the track with a regularity suggesting air miles to be at stake, Roger Kilty proved the old adage that there is no substitute for litres. Conducting his venerable 2.8 Hart propelled Pilbeam MP40 in characteristically smooth fashion, he saw off John Moulds' state of the art chassied, but 2 litre Vauxhall motivated MP62 to the tune of 2.6 seconds to set a fine 54.89s FTD.

The sun not only brought out the loonies, there were several stars of yesteryear officiating. Helping to collect fares on the bus was star of stage, screen (surely you cannot have forgotten her role in "The Wife of Brian") and Austin Healey Sprite, Pat Kenyon; while husband Brian, cunningly disguised as Bernie Ecclestone, was acting as Club Steward - "drink up yer pints now please!". The star of the show and Clerk of the Course no less was Sheffield's answer to Mr Darcy, Chris Seaman, dispensing wit and good cheer amongst the assembled throng.

So to business. Little Touring Cars opened proceedings with Dennis Cope being the first to lay some winning rubber. Door handling his Mini to good effect, Dennis headed Mark Brown's similar car by 0.61s with Brent Meredith doing his bit for Henry Ford by bringing his hard driven Fiesta in third just a further 0.15s adrift.

Bigger saloons followed, and it was good to see seasoned campaigner Bobby Fryers, now restored to rude health following last year's surgery, flying in the immaculate Clio Williams. The Skipton garagiste had but 0.26s margin over Tony Mekwinski's Escort, who in turn was chased hard by Dennis Crompton's fine looking BMW 2002 Touring, 0.57s behind.

Dwindling numbers caused the once great up to 2 litre Marque Sports classes to be merged and Nick Aveyard did the business with his Midget, but only by 0.47s from the ebullient Brian Woffenden's Elan. Aveyard's co-driver, returnee Steve Openshaw, had the good manners to finish fourth less than a second behind Kevin Carruther's Midget.

Richard Jackson's Nidd Vale Motors Porsche 944 Turbo was made to work hard in the big Marque class, Don Williams pedalling the Gilbern to within 0.54s of the German cars winning time.

Formula Fords were as close as ever, a mere 0.29 covering Tony Metcalf, David Bailey and Stuart Abbott; with ever improving Jerry Paterson keeping them in sight with the faithful Sparton - an appropriate mount for the Newcastle University classics professor.

Richard Wright's well driven TR6 proved quickest of the Triumphs, with the TR7 V8 of Alan Price and the

TR7 of local antique dealer Mark Richards giving tyre squealing chase.

In the first of the Mod Prod classes Peter Herbert's day began badly when a punctured front tyre had the Westfield toying with the Quarry gravel trap in practice. But with the help of 'Tony Tyres', Harewood Champion designate, an old but serviceable replacement slick was put onto a rim, and a 1.21s victory secured. Tim Wilson's K series Caterham was driven well into second place, just over a second clear of Mike Haigh's rapid ex Metro Challenge car.

Paul Turner's big push rod Caterham dominated the 2 litre division, a neat drive stopping the clock 2.5 seconds earlier than Peter Hamilton's smaller engined Seven. Fresh from the attentions of Mr Staniforth, the Westfield of rapidly improving David Spaul was but 0.09s further adrift, leaving The Nutter's Escort a frustrated fourth.

The Sierra Cosworth of Dave Parr was 2.3 seconds up on John Wilson's growling MGB GT V8 in the upper Mod Prod class with Mike Simpson's Westfield only just fending off the Nigel Hancox Sierra 4x4 for third place.

Endangered species, Clubmans Sports, saw Tim Elmer make the journey from Stratford worthwhile by charging the Phantom up the hill to a comfortable 1.47s win over Chris Johns' Mallock. Good 'Ol Joe Ward was not far behind in his latest creation, the WD9V.

The smaller Sports Libre division had Mallock stalwart Bob Prest to the fore, 1.65s up on Chris Henderson's older version of Arthur's handywork; while Guernseyman Geoff Guille was a devastating 9.46s clear of the larger division opposition in his Mallock, Anthony Taylor's blown Firenza leading the futile pursuit.

And so to those funny little cars with no mudguards and no glove compartments.

Leeds driver David Bancroft flew the OMS flag in fine style to take a three second win in the 500cc class from Warrington's Andrew Roberts in the Jedi. Richard and Catherine Rose gave their historic Joe Potts a welcome airing.

There were more old timers to be seen in the 1100cc Racing field with that sage Staniforth rubbing shoulders with Moses. Prior to his final and fastest run, Allan could be observed in the paddock at the wheel of his Megapin chuntering away to himself as he completed an instrument check, looking for all the world like a man about to embark upon a moon mission. Alas it was not to be, as the pace of the youngsters was to be all too much.

Mark Lawrence's OMS narrowly beat its constructor Steve Owen, at the wheel of a similar machine, by 0.52s; whilst Tyson's Royale and Aucote's

Terrapin, and the amazing Dave Kitching's GP Zedi were all below the 60 second barrier.

Despite a hairy first run that saw him languishing at the bottom of the class, John Moulds mentally regrouped for his second attempt and urged the immaculate green Pilbeam to the top of the hill in a time good enough for both a class win and second FTD. Nick Reeve worked wonders with the smaller engined Quest Terrapin, but Peter Griffiths' Chevron was not far behind.

A straight fight between Kilty and Newton formed the big banger finale and as Alan came to terms with the spine compressing properties of a 3.5 V8 in the back of his March, Roger's Pilbeam disappeared into the distance to the tune of 3.69s.

As a result of all the delays caused by off-track excursions, Harewood's RAC MSA representative on Earth, the excellent Seagoon, made the brave and correct decision to curtail this summer madness after two runs. Tony - a free driving lesson with every tyre - Mekwinski retained his Harewood Championship lead, and Messrs Kilty and Reeve jointly headed the FTD table.

The day was a joy for all concerned and now all of Yorkshire waited with baited breath for the September Finals.

RESULTS

Class	Name	Car	Time
1	Dennis Cope	Mini	68.10
2	Bobby Fryers	Clio Williams	66.64
4+5	Nick Aveyard	MG Midget	69.50
6	Richard Jackson	Porsche 944	66.17
7	Tony Metcalf	Van Diemen	63.23
13	Richard Wright	Triumph TR6	68.18
A	Peter Herbert	Westfield	63.39
B	Paul Turner	Caterham	62.07
C	Dave Parr	Sierra Cosworth	68.64
D	Tim Elmer	Phantom	60.74
E+F	Bob Prest	Mallock	62.58
G	Geoff Guille	Mallock	59.27
H	David Bancroft	OMS	62.15
I	Mark Lawrence	OMS	58.66
J+K	John Moulds	Pilbeam MP62	57.49
L	Roger Kilty	Pilbeam MP40	54.89
FTD	Roger Kilty	Pilbeam MP40	54.89

HAREWOOD HILLCLIMB CHAMPIONSHIP 1995

			APRIL	MAY	JUNE	JULY	AUG	SEPT	LOWEST	TOTAL
1	TONY	MEKWINSKI	18.77	18.52	18.47	16.45	17.34	18.45	16.45	91.55
2	BOBBY	FRYERS	0.00	18.17	18.26	17.72	17.60	18.63	0.00	90.38
3	DENNIS	CROMPTON	16.59	18.40	18.14	0.00	16.77	17.92	0.00	87.82
4	DAVID	BAILEY	17.26	16.88	17.39	17.20	16.88	16.16	16.16	85.61
5	ROGER	KILTY	15.90	0.00	17.31	17.48	17.32	16.61	0.00	84.62
6	ALAN	AUCOTE	16.83	16.38	17.27	16.85	15.64	16.16	15.64	83.49
7	STUART	ABBOTT	16.66	17.08	15.90	15.03	16.72	0.00	0.00	81.39
8	NICK	REEVE	14.52	14.27	15.04	16.78	15.61	16.95	14.27	78.90
9	DENIS	COPE	15.36	15.39	15.29	16.05	15.54	16.50	15.29	78.84
10	COLIN	STEWART	14.05	14.50	15.53	15.47	14.46	16.14	14.05	76.10
11	TIM	WILSON	14.15	14.72	13.90	14.61	15.13	16.03	13.90	74.64
12	MARK	BROWN	13.11	15.21	14.99	14.55	14.93	14.91	13.11	74.59
13	BRENT	MEREDITH	0.00	14.72	14.75	15.08	14.78	13.84	0.00	73.17
14	ALAN	NEWTON	14.27	0.00	15.15	15.65	13.63	13.66	0.00	72.36
15	NICK	BROWN	12.81	14.08	15.10	14.65	0.00	15.38	0.00	72.02
16	MICHAEL	HUGH	11.02	12.60	12.53	14.13	14.08	13.75	11.02	67.09
17	MARK	LAWRENCE	0.00	13.64	0.00	17.59	16.73	17.63	0.00	65.59
18	BOB	PREST	16.38	16.88	0.00	0.00	15.69	16.43	0.00	65.38
19	JERRY	PATERSON	12.16	13.24	12.10	13.33	13.79	0.00	0.00	64.62
20	COLIN	WHEELER	12.48	12.67	9.66	14.15	12.61	11.80	9.66	63.71
21	PAUL	NUTTER	12.42	0.00	12.70	13.15	12.00	12.79	0.00	63.06
22	ANDREW	ROBERTS	9.13	11.16	12.23	14.15	12.22	13.02	9.13	62.78
23	MARTIN	BAKER	11.85	12.25	12.84	13.05	0.00	12.67	0.00	62.66
24	JOE	WARD	9.13	12.81	11.84	12.90	10.72	12.10	9.13	60.37
25	DAVID	SPAULL	10.41	0.00	11.05	13.12	12.44	13.13	0.00	60.15
26	PETER	HAWKEY	14.42	15.15	14.50	15.40	0.00	0.00	0.00	59.47
27	TONY	BRIGGS	10.88	13.22	10.82	11.22	10.74	0.00	0.00	56.88
28	RICHARD	JACKSON	0.00	11.38	0.00	14.73	14.64	13.70	0.00	54.45
29	PHILIP	STURDY	10.47	11.07	0.00	10.56	10.74	10.87	0.00	53.71
30	KEN	BAILEY	0.00	17.25	17.52	17.04	0.00	0.00	0.00	51.81
31	HAYDN	SPEDDING	12.78	12.84	12.86	12.56	0.00	0.00	0.00	50.82
32	DAVID	STURDY	15.94	0.00	16.50	15.44	0.00	0.00	0.00	47.88
33	MICHAEL	JAMES	10.24	10.41	11.48	0.00	10.51	0.00	0.00	42.64
34	CHRIS	HENDERSON	13.62	0.00	0.00	0.00	14.04	14.06	0.00	41.72
35	BARRY	MARSDEN	0.00	14.48	0.00	14.03	0.00	13.16	0.00	41.67
36	ALLAN	STANFORTH	9.09	8.67	0.00	8.74	8.57	4.88	0.00	39.95
37	MIKE	SMITH	0.00	10.82	11.88	13.44	0.00	0.00	0.00	36.14
38	TREVOR	COOPER	16.72	0.00	17.17	0.00	0.00	0.00	0.00	33.89
39	CLAUDE	SPENCER	0.00	0.00	7.13	9.36	7.04	6.67	0.00	30.20
40	PETER	JACKSON	0.00	0.00	0.00	7.83	8.06	7.76	0.00	23.65
41	KENNETH	BARKER	4.43	5.16	4.59	0.00	0.00	4.64	0.00	18.82
42	JOHN	BENNETT	16.95	0.00	0.00	0.00	0.00	0.00	0.00	16.95
43	BRIAN	LEE	0.00	0.00	0.00	0.00	0.00	14.44	0.00	14.44
44	KEITH	RITCHIE	0.00	0.00	0.00	14.24	0.00	0.00	0.00	14.24
45	STEWART	MIDDLETON	5.06	0.00	7.21	0.00	0.00	0.00	0.00	12.27
46	ANTHONY	TAYLOR	0.00	0.00	2.20	3.57	4.84	0.00	0.00	10.61
47	TREVOR	LONGSTAFF	0.00	0.00	0.00	0.00	9.75	0.00	0.00	9.75
48	PAUL	ASPDEN	0.00	0.00	0.00	0.00	8.98	0.00	0.00	6.98
49	JOHN	CRAGGS	4.96	0.00	0.00	0.00	0.00	0.00	0.00	4.96
50	DAVID	COULTHARD	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.06
	JOHN	CASEY	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	MICHAEL	NORTH	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	PETER	STOCKTON	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	DAVID	ASPDEN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	GRAHAM	WALKER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

HAREWOOD HILLCLIMB CHAMPIONSHIP

FTD SERIES

Pos	Driver	April	May	June	July	Aug	Sept	Total
1	Roger Kilty	10	0	10	10	10	10	50
2	Alan Newton	9	0	9	9	8	7	42
3	Nick Reeve	7	9	7	8	9	9	42
4	Alan Aucote	8	10	8	6	6	6	38
5	Mark Lawrence	0	8	0	7	7	8	30
6	Colin Wheeler	6	6	0	5	5	4	26

BARC ANNUAL COMPETITION 1995

Name	26/3	15/4	16/4	13/5	14/5	11/6	8/7	9/7	6/8	24/9	Sub	Cor	Total	Pos
Bobby Fryers	3	3	0	0	4	5	3	6	6	6	36	3	33	1
John Hardcastle	3	3	3	5	5	6	6	3	0	3	37	6	31	2=
Graham Wride	3	0	3	6	6	5	5	3	0	3	34	3	31	2=
Chris Seaman	6	0	3	0	3	3	0	3	6	3	27	0	27	4
Tim Bendelow	5	5	3	3	3	3	3	3	3	3	34	9	25	5=
David Dalrymple	5	5	3	3	3	3	3	3	3	3	34	9	25	5=
Tony Briggs	0	4	4	4	3	3	3	3	3	0	27	3	24	7
John English	3	3	3	3	3	3	3	3	3	3	30	9	21	8=
Catherine Hardcastle	0	3	3	3	3	3	3	3	0	3	24	3	21	8=
David Sturdy	0	5	3	0	0	3	3	4	0	0	18	0	18	10
Pat Kenyon	-	-	-	3	3	3	0	0	3	3	15	0	15	11
Colin Ellenden	0	0	0	0	0	3	0	0	0	0	3	0	3	12
Carol Wride	0	0	0	0	0	0	0	0	0	3	0	0	3	12

These are the final marks and positions in the Annual Competitions. In accordance with the Annual Competitions rules, the three worst scores for each competitor are discarded.

THE PEARCE TROPHY	BOBBY FRYERS
THE PEARCE RUNNER-UP AWARD	GRAHAM WRIDE & JOHN HARDCASTLE
THE PEARCE TROPHY CONSOLATION AWARD	CHRIS SEAMAN
THE FIRTH BOWL	PAT KENYON
THE KEN LEE TROPHY	TONY BRIGGS
THE CHIPPY-IOLA VASE	CATHERINE & RICHARD HARDCASTLE

1995 ANNUAL AWARDS

All trophies are competed for exclusively by Yorkshire Centre Members of the BARC, with the exception of The Yorkshire Post Trophy

Yorkshire Post Trophy	Fastest Time of the Season	Andy Priaulx	51.74 secs
Jack Farrar Trophy	Fastest Time of the Season by a Member resident in the County of Yorkshire	Roger Kilty	54.08 secs
Arnold Burton Trophy	Classes 7,D,E,F&G Total Bogey Marks	David Bailey	101.77 pts
Richard Sutherland Trophy	Classes 4,5,6,A,B,C Total Bogey Marks	Tim Wilson	88.54 pts
Guyson Sandblast Trophy	Fastest Time of the Season by a Jaguar	Haydn Spedding	65.15 secs
Hatfield of Sheffield			
Jaguar Trophy	Total Bogey Marks	Haydn Spedding	50.82 pts
Ford Woodhead Trophy	Fastest Time of the Season in Class 7	Ken Bailey	62.72 secs
Appleyard Group Trophy	Fastest Time of the Season Classes 4,5,6	Richard Jackson	66.08 secs
Wallace Arnold Trophy	Fastest Time of the Season Classes 1,2,3	Tony Mekwinski	65.47 secs
Wendy Wools Trophy	Fastest Time of the Season Classes A,B,C	Paul Turner	61.75 secs
Total Trophy	Greatest Improvement on the Class Record during the season. Class 1,2,3	Tony Mekwinski	0.77 secs
Scrutineers Trophy	RAC Scrutineers choice of the best turned out car for scrutineering.	Roger Kilty	
Brownlow Peabody Trophy	Most meritorious performance in a 'Historic Car'	Colin Stewart	
John Bindloss Trophy	New competitor showing the greatest promise or an established competitor showing the greatest improvement.	Mike Haigh	
Ronald Hudson Memorial Trophy	Marshal who has shown the greatest dedication to duty	Keith Davison	
Philpott Marshals Trophy	Marshal who has performed some specific task over and above the call of duty	Nigel Drayton	
E D Clark Trophy	The person who, in the opinion of the committee, has made an outstanding contribution to Harewood or the Yorkshire Centre during the season.	Graham Wride	

TRIUMPHANT TONY TYRES TOPS TERRIFIC TUSSLE TO TAKE TITLE TROPHY

PAUL NUTTER

After a full days motorsport at Stockton Farm, all the contests were settled and the new champion for 1995 is Blackpool's Tony Mekwinski. Tony had headed the contest from day one and was never headed at the wheel of his class 2 Escort.

FTD winner and also winner of the FTD Championship was Roger Kilty who took the award with a perfect score and congratulations go to both drivers for their entertaining drives this season.

Delving into the classes we start with the Touring Cars and in the lower capacity class Dennis Cope took another victory with his time of 67.14 being his best yet. Fellow Mini drivers Nick and Mark Brown continued their rivalry with Nick stealing second spot from Mark with a 68.26 3rd run. In fourth place was Nick Casey whose second run ended in him converting the Mini into a 3 wheeler whilst crossing the finish line.

Class 2 was the domain of the 3 main championship protagonists and victory on the day went to the Clio of Bobby Fryers who was on the pace all day apart from his last run when he was off the track entering the esses. Next was Tony Mekwinski who got his act together with a final climb of 65.79 to give him a comfortable winning margin in the championship whilst Dennis Crompton grabbed third place in both class and title battles in his BMW.

The unlimited Mod Prods and Touring Cars were merged and here the Chevette of Martin Baker reigned with a four and a half second win over the shared Sierra Cosworth of Lee and Andy Thompson, Lee beating Andy by just over a second.

The two lower capacity Marque Sports Car classes were merged as well and here Nick Aveyard's Midget took his second win on the trot with Brian Lee's Elan finishing second just 0.18 seconds ahead of Steve Openshaw who was sharing the class winning car. The MGB of Claude Spencer was next man up rounding the class off.

Don Williams gained revenge over the Porsche of Richard Jackson with a 1st climb of 66.84 beating Richard's 67.11 final effort. Third and fourth positions were held by Barry and Janet Marsden in the shared Reliant Sabre with runs of 67.65 and 72.22 respectively.

The ever diminishing Formula Ford class was

won by Van Diemen driver Tony Metcalf in a time of 63.75 which put him some distance ahead of next man up David Bailey in the Reynard. (Well 0.33 is some distance in this class isn't it?). Neville Alderson with the oldest car in the class took third with Michael Moore and Mike Mullins taking the next two spots.

The Morgan cars had their own handicap (but enough about the cars' looks) and although David Cook's +8 was the quickest car up the hill it was Stuart Kellett who won on handicap with Dave Mason taking second and Norman Wheat third. All three driving Morgan 4/4's.

A small gathering of Group B cars contested Class 14 with the winner being Stephen Dinnes' 6R4 whilst the Sunbeam Lotuses or Lotus Sunbeams (as it's easier to say and get the punctuation and spelling right) of Neil Smith and Tim Willcocks making up the rest of the class.

Nick Wadham took advantage of class favourite Salv Sacco's non start to win the Alpine Renault class at the wheel of his A110 with Richard Tomlinson's 310 pushing Stuart Clough's A110 into third.

The first of the Porsche classes was a 1-2 for the 911 Lux of Anthony Steel and Richard Chamberlain. Anthony's time of 69.17 being the only sub 70 second climb of the class and was well ahead of Richards 71.25 best. The 911 SC of Nicholas Wear took third place with Simon Wilson holding off Paul Clare for 4th by just 0.02 second.

The remaining Porsche class was won by the 911 Coupe driven by Geraint Evans to the top of the hill in a time of 67.86. Chris Kavanagh held a comfortable second spot on 69.54 while Roger Gration and Craig Powers also had a close contest for third place. Once again Roger's 70.47 pipping Craig's best time by just 0.02.

The Austin Seven class was a straight fight between Michael Fitzmaurice's supercharged Seven and the Ulster of Robert Sterling and it was the supercharged car which claimed the class with a near four second margin.

Class A was taken by the K series engined Westfield of Tim Wilson with a 63.70 1st run. That put him clear of Metro motivated Mike Haigh whose 65.98 put him clear of Metronaught Phil Sturdy with the Westfield of Richard Wheat fourth.

Class B was won by one of the most improved drivers of the year, namely David Spaul, who in only his second year took a great first class win in his Westfield and thoroughly p—ing me off in the process. 'I had to be content with second place and for once I couldn't think of an excuse (although I did get out of bed on the right side instead of the usual left side that morning!). Jon Butterworth took third place at the wheel of his Caterham whilst Westfield mounted Ashley

Moore snatched fourth from Kenny Barker's 205 by just .04.

The Clubmans Cars and the unlimited Sports Libre classes were joined and here Harewood regular Joe Ward took the win from Michael Wade's Porsche and the shared YKC Raider of John Kalli and Don Burt. The remaining Sports Libre classes were also amalgamated and the Class F cars of Bob Prest and Chris Henderson took precedence over Class E runners Peter Green and Dave Palmer.

The first of the Racing Car classes was a victim of attrition with only two of the six starters completing a climb. It was therefore a tale of two Jedis with the 500cc engined version of Neil Jones using its substantial capacity advantage to great use over the 498cc engined one driven by Andrew Roberts.

The Historic (Translation: Do not comply with any safety regulations and who cares as Autosport editors like us and we don't care about being thrown out you know!)

Dear Editor

Would you consider this statement as an astute and constructive comment on this type of car or not?

If you think it's just a twisted, bitter and uninformed view, please feel free to delete.

PN (a most untwisted, unbitter and well informed person you could meet ha, ha)

500cc cars were a newcomer to the hill and winner Joe Ward just under a second with two very consistent runs was Richard Neale who got same in with his 3F Smith (I mean Smith MkIII F3). Runner-up Harry Foster came out from Gloucester but Honiton in his JP F3 whilst Chester drawers (sorry, driver) David Docherty took third place at the wheel of his Mk9 Cooper. Peter Wright may have caught spies but this one couldn't catch David Docherty and had to settle for fourth in his Mk5 Cooper.

Class I entertained us with the best entry of the day with no fewer than 17 cars coming under starters orders. First over the finish line was the OMS 1100 of Mark Lawrence whose 57.76 gave him 3rd FTD as well. Coming out on top of a 3 way battle for second place was Terrapin driver Alan Aucote, Alan's 59.23 second run kept him ahead of OMS driver David Bancroft by just 0.05. Fourth place belonged to Dave Kitching who clocked up a run of 59.55 at the controls of his GP Zedi. For OMS himself Steve Owen had to settle for 5th place with a 60.03 climb whilst Craven Moses in the Maclan and John Corbyn's Jedi took the next two places.

The sole 1600cc car of Nick Reeve was bunged in with the two litre cars and once again poured cold water on Brian Kenyon's 'size is important' theory. The BDA powered Terrapin stormed up the hill to win with a climb of 56.73. Peter Griffiths took second place in the Devon with a time of 57.96 whilst Duncan Pierce

failed to penetrate the top two places in his Ralt. Fourth place, and beating his father in the process, was Johnathen Varley who shared Peter's March Pilbeam when the throttle cable on his Crossle snapped and a replacement couldn't be found in time although my sources inform me that there wasn't a particularly great effort made to locate a new cable.

And finally onto Class L and as usual Roger Kilty dominated with two quick runs after a 1st run fail to push Alan Newton and Peter Needham into silver and bronze positions. As mentioned at the beginning, this gave Roger a maximum score on the Harewood FTD Championship as well as another large trophy to fill his house up with and is a fitting end to what may be the cars last appearance at Harewood with Roger at the wheel.

There you have it, another year gone and thanks to everyone involved at Harewood, the competitors, the commentator, the marshals, the organisers, the helpers, car park attendants, the caterers, the PA people, the groundsman, the bloke who empties the bogs, the bloke who cleans the track (oh no! that's classes 1 to 7 isn't it), the timing gear, the starting lights, the marshals huts, the lovely kerb stones, the gravel traps, the grippy tarmac, the farm buildings, the green grass, the thorny hedges, the (blue, black, grey - please choose) skies, the (wind, breeze, gale, hurricane - please choose), the (drizzle, rain, downpour, hail, snow - please choose). I could go on but for those still reading - see you in 1996.

Live long and prosper as Spock would say.

RESULTS

Class	Name	Car	Time
1	Dennis Cope	Mini	67.14
2	Bobby Fryers	Clio Williams	65.61
3+C	Martin Baker	Chevette	65.24
4+5	Nick Aveyard	MG Midget	68.09
6	Don Williams	Gilbern	66.84
7	Tony Metcalf	Van Diemen	63.75
14	Stephen Dinnes	Metro 6R4	68.64
15	Nick Wadham	Alpine A110	69.32
16A	Anthony Steele	Porsche 911	69.17
16B	Geraint Evans	Porsche 911	67.86
19	Michael Fitzmaurice	Austin 7	77.55
A	Tim Wilson	Caterham	63.70
B	David Spaul	Westfield	63.97
D+G	Joe Ward	Ward WD9V	64.35
E+F	Bob Prest	Mallock	61.84
H	Neil Jones	Jedi	62.35
HA	Richard Neale	Smith MkIII	71.27
I	Mark Lawrence	OMS	57.76
J+K	Nick Reeve	Quest Terrapin	56.73
L	Roger Kilty	Pilbeam MP40	55.60
FTD	Roger Kilty	Pilbeam MP40	55.60

THEATRE OF THE ABSURD

PETER HERBERT

One of Harewood's better kept secrets is the existence of a drivers' changing room.

Despite having regularly competed at the hill for seven years, it was not until last August that I quite by chance stumbled upon this little known treasure. And how appropriate that my discovery should have taken place during an event sponsored by a tailor, a profession not indifferent to the need for privacy when exposing one's bum.

Indeed, had I not encountered a sartorially elegant fellow pilote emerging from that anonymous green door, cunningly concealed between the ladies and gents bogs, I may well have driven at Stockton farm for a further seven seasons and remained no wiser.

Inside, the room could be mistaken for a theatre that had fallen on hard times. One end was curtained off whilst the bare concrete floor was a confusion of metal chairs, old boxes and rubber cones. I half expected the curtain to draw back to reveal a company of touring players with a witty interpretation of 'Les Miserables'. Instead it hid a shower room, its sole occupant being a spider the size of Roy Lane's motor home.

As to whether these cosy confines are for the use of both lady and gentlemen drivers is unclear, yet of some importance, as there is no lock to the door. Furthermore, the door is a fair stretch from where most would choose to effect the transition from Mr Ordinary to Fierce Racing Driver. Hence, unless you are built like John Cleese, it is impossible to place one foot against the door while delicately placing a Nomex sock on the other without involuntarily joining the spider.

So let joy be unconfined. Those days of balancing on one leg in the paddock, whilst struggling into a driving suit in front of an amused audience, are over. That concrete floor may be a little cool for those delicate heels and toes, and the furnishings are not very Tom Hammond, but there is at least a mirror in front of which those FTD trophy acceptance speeches can be rehearsed.

BARC YORKSHIRE CENTRE

OFFICERS & COMMITTEE 1995/96

CHAIRMAN	Simon N Clark
HON SEC.	John M English, 32 Farfield Road, Knaresborough HG5 8HB
VICE CHAIRMAN	J Richard Hardcastle
HON TREASURER	Peter Varley
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COMMITTEE	Tim C Bendelow Nigel Drayton David Naylor Don Burt David Dalrymple Graham Wride Mark Richards

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Fastest A series powered saloon up the hill
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CONGRATULATIONS

Congratulations to our Harewood Champions, Tony Mekwinski and Roger Kilty, both of whom dominated throughout the year.

Tony in his Escort came under some pressure in the later stages from Bobby Fryers and Dennis Crompton but he was not to be denied.

Except for the RAC event, Roger was the FTD winner of each round at which he competed.

No doubt regretting his 'off' at Ingliston, Paul Nutter in his first year in the Sprint Leaders Championship, achieved second place overall.

CROFT DATES

1996

29th/30 June

20th/21st July

17th/18th August