



# YORKSHIRE CENTRE TIMES



**BARC**

**Issue No 62**

**JANUARY - MARCH 1996**

## **CHAIRMAN'S LETTER**

Dear Member

Firstly may I wish you a very happy, prosperous and competitive New Year!

A lot of water has flowed under the bridge since last I wrote. We enjoyed a very successful Dinner Dance with a good increase in attendance and an excellent evening was had by all.

The Control Centre in the barn is making good progress and the paddock extension at the top of the hill is in hand and should be ready for the Practice Day.

We are currently researching a new computerised timing system to increase the number of cars we can run at any time and we hope this will improve the quality and speed of results.

On a sad note, I have to record the demise of Tim de Dombal, who as many of you know, was a stalwart and driving force behind our Medical Team. Tim will be greatly missed and our thoughts are with his family.

In conclusion, we are urgently seeking new fresh blood to join the committee and to take an active part in the planning and development of Harewood. Should you be interested please call me! [01937 584554]

I look forward to seeing you all during the season and I hope we enjoy a continued improvement this year.

Kind regards  
Simon

## **BARC CROFT 1996**

### **RACING DATES**

**29th/30 June**

**20th/21st July**

**17th/18th August**

## **BARC (Yorkshire Centre) ANNUAL GENERAL MEETING**

**Wednesday 6th March 1996**

**Parkway Hotel, Otley Road, Leeds**

**Start 8.00pm prompt**

**It is hoped that as many members as possible will make the effort to attend as this is your chance to air your views about the running of the club and to make any constructive suggestions or comments. Accounts enclosed with this issue of the 'Times'**

**Further details on Page 2**

## **HAREWOOD HILLCLIMB DATES FOR 1996**

<b>17th March</b>	<b>Practice Day</b>
<b>7th April</b>	<b>Spring National</b>
<b>11th May</b>	<b>Open, Novice &amp; Newcomers</b>
<b>12th May</b>	<b>Open Championship</b>
<b>9th June</b>	<b>Jim Thomson Trophy</b>
<b>6th/7th July</b>	<b>RAC British Hillclimb Championship</b>
<b>4th August</b>	<b>Montague Burton Trophy</b>
<b>22nd Sept</b>	<b>Championship Finals</b>

**Articles for the next edition of the Times please to the Editor by 30th April 1996**

**Mrs Pat Kenyon**

**4 Leslie Road**

**Hillsborough**

**Sheffield S6 4RB**

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**THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)**  
**ANNUAL GENERAL MEETING**  
**MARCH 6th 1996**

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club, Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds on 6th March 1996 at 8.00pm.

By order of the Committee

John M English

Hon Secretary

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**AGENDA**

- 1 To receive and adopt the minutes of the Annual General Meeting held on 7th March 1995.
- 2 To receive the reports of:-
  - a) The Hon Secretary
  - b) The Hon Treasurer
  - c) The Hon Competitions Secretary
  - d) The Hon Social Secretary
  - e) The Chairman
- 3 To receive and adopt the accounts for 1995
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 1996/97:-
  - a) Officers
  - b) The requisite number of committee members
- 6 To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre.

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**NOTE**

Under Item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre records, if advance notice can be given.

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**OFFICIALS FOR THE YEAR 1995/96**

**OFFICERS (Who retire)**

Hon Treasurer	P Varley
Hon Secretary	J M English

**COMMITTEE MEMBERS (Who retire by rotation)**

Simon Clark, David Naylor, Graham Wride

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In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 1996/97

**OFFICERS**

Hon Treasurer	P Varley
Hon Secretary	J M English

**COMMITTEE**

The following have indicated their willingness to stand for re-election

Simon Clark	(nominated by the Committee)
David Naylor	(nominated by the Committee)
Graham Wride	(nominated by the Committee)

Including these nominations there are 2 further vacancies for Committee members and nominations for candidates are invited.

All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nomination should be sent to the Hon Secretary

J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 29th February 1996

## PROFESSOR F T de DOMBAL



*Tim de Dombal*

Tim de Dombal, until recently Chief Medical Officer at Harewood, died suddenly on 31st December 1995.

Tim followed his father's footsteps into the medical profession. After his basic medical training at Cambridge (where one of his asides was to play piano for the late Peter Cook) he continued his studies and clinical training at Sheffield University. There he became Competition Secretary of the University Motor Club which led to his lifelong involvement in Motor Sport. It was then that he married his erstwhile navigator, Nancy.

Tim became involved with the BARC when he started competing with his MGA in the Yorkshire Centre's sprints which were held in Burton's Mill Yard in Leeds. From the early days of Harewood he acted as a Medical Officer and then chose to take over the role of Chief Medical Officer, a job which, as Tim saw it, involved taking charge of all the medical arrangements at Harewood. He arranged the provision of all the medical staff for many years, and most of the equipment for the medical unit, another of Tim's innovations! I only realised what a magnificent effort this was when, two years ago, pressure from his professional duties caused him to resign from Harewood and I had to fill the organisational gap!

Tim was an innovator in Motor Sport Medicine. In 1974 he was instrumental in the formation of the Medical Officers Group (Yorkshire), usually known by its more feline abbreviation, MOG(Y). It's aims encompassed provision of medical and rescue cover, together with advice, guidance and training for all personnel involved in the Sport. Tim considered that its

most important function was to engender a spirit of friendship, enjoyment and a sense of corporate identity amongst its members.

He had a keen interest in medical training for marshals, both in racing and rallying. Many marshals will remember the series of winter 'Night Schools' to teach the basics of first aid and incident management, which Tim and his colleagues ran. Perhaps his finest hour in training was the occasion when I was with him in his office in the University of Leeds when he persuaded Stuart Turner, Then Head of Motor Sport at Ford, to finance the University film unit to make a marshals training film! This project eventually resulted in the Ford sponsored training video 'Rescue'.

In his professional life Tim had a distinguished career culminating in his appointment as Professor of Clinical Information Science at the University of Leeds where he became the acknowledged world authority in computer diagnosis.

What I remember most about Tim is his sense of humour and his total professionalism in all he did. He was one of the few people who you KNEW would not let you down.

His death is a great loss to Motor Sport.

To his widow, Nancy and children Richard and Elizabeth, we extend our deepest sympathy.

Richard Hardcastle



*Never frightened to get his hands dirty, Tim is pictured leaning on the mop he used to clean out the Medical Unit.*

*Photo: Frank Hall*

## A LESSON IN MOUNTAIN CLIMBING

COLIN STEWART

As I sit here with Christmas well gone, reflecting on my second season in hillclimbing at Harewood, looking forward in eager anticipation to the next, I feel that it is appropriate to record my thanks to the various officials and marshals who maintain a friendly efficient atmosphere for us, the competitors.

Being a relative novice at this branch of motorsport, I have to say, I wish that I'd started earlier. After a long involvement in Rallying and a preoccupation since a very early age with all things motorised, I can't understand why it has taken so long. Having pulled out of competition to restore a few Classic cars, I felt the pull back into Historic Rallying and set about preparation of my Lotus Cortina over the winter of 1993. I have to say my knowledge of Harewood goes back to the early 70's, having marshalled on several RAC Rallies during a period as a student in Manchester.

My initial intention of competing during 1994 was to shake down the Cortina for a full season of historic rallying, but what followed was a season in the Mod Prod class. A great bunch of fellas and a superb year. Whilst it was a challenging class in an overweight Cortina, the weather at times levelled the playing field. Encouraged by the atmosphere, company and some novelty value with the car, not to mention the occasional award, I was hooked.

I guess I followed that well trodden route of development where the cost per second gained follows the cube of annual salary increases! Much reading, analysis and determination brought about 12 seconds over the season which was fine but not really where I wanted to be for 1995.

Over last winter serious work was undertaken on wheel location, damping, roll control etc etc together with real tyres (with no tread). However installation of a rear seat and a class change put the car much nearer an achievable target.

Competition in Touring Cars was excellent for 1995 if not a little overwhelming at times. My times continued to improve all season to within a couple of seconds of the class but clearly there was still a mountain to climb - 1600cc and well over a ton to shift! Even so, competition was tight and throughout the season the pressure was on.

I was particularly pleased to receive the Brownlow Peabody Award again for 1995, a complete surprise too! Last season I started to consider events beyond Harewood with an extended programme for 1996 in mind. It has been a great year to spectate at British

Championship rounds with such a star scooping awards. A single seater seemed to beckon more and more but when a deal with the Cortina fell through, options for using the twin cam engine and box looked attractive.

Low and behold, through the pages of Autosport a Modsports Elan rolling shell surfaced, in Scotland of all places! It's now in a hundred pieces being crack detected, refurbished, generally to its previous specification many years ago.

A somewhat illustrious past as John Fyda's car (he of Agra engineering fame) in the early 70's saw the car at most circuits in the UK with, I believe, many modsports records. There, however, is much work to do and not a lot of time. I hope to give my 160 HP a bit less to haul up the hills for 1996 and also introduce my long suffering brother as a shared driver. Here's looking forward to another enjoyable year and thanks again to all who make motorsport relaxing, challenging and fun.

## LES EDMUNDS

All who knew him were shocked and saddened to learn of the death of sprinter Les Edmunds just before Christmas. A Chartered Quantity Surveyor living in Bedfordshire and aged 53, Les was something of a veteran competitor and a long time supporter of speed events and particularly sprinting for more than 25 years in a variety of single seaters and latterly in his 4.5 litre BRD-Rover Thundersports car with which he enjoyed considerable success, including an FTD at the Brighton Speed Trials in recent years.

In July of last year Les lost control of the BRD whilst competing in the British Sprint Championship round at Aintree, crashing at around 150 mph, suffering serious injuries and after an initial period spent on the 'critical' list he began a slow, painful but apparently steady recovery.

Characteristically, by the end of last season he was already beginning to spend part of his convalescence planning a return to the sport, a single seater 'project' already in the garage.

Les was a true gentleman whose quiet good nature will be badly missed within and outside of the sport. Our sincere condolences go to his wife Gerry, sons James and Max and his long time mechanic Tony O'Brien.

Roger Kilty

## SIMCAS STILL STIR MICK WARD

Despite their rare appearances in events during 1995, the Ward SIMCA effort still continues.

Having established the Rallye 2 as somewhere near competitive in the Post Historic (pre 74) Championship in '94, '95 was to be the season for a real go at the 1300 class.

Things were held up by health problems early season so 4th June at Mallory Park was the first time out. The engine from our 'production modified' Simca had been rebuilt with all the right bits, the right cam from Belgium and the proper 'big wing' Rallye 2 sump. 4 laps into practice it was obvious that the oil was making a bid for freedom in all directions. Playing about with the breather system etc saw no improvement for the race and the engine partially seized..... back to the drawing board! Various theories centred around a distorted block causing tight spots.

An engine was needed for the BARC Croft 2 weeks later so the old faithful motor which powered Kev's Rallye 3 to various sprint class victories in the late 80's was dragged out of mothballs.

Croft saw a finish and a thoroughly enjoyable weekend's racing. The old Simca kept cool too. A spin in practice saw a visit way into the wheat field.... pause for corny jokes! Fortunately a rear engined car comes in useful for the traction to get back onto the track. I can recommend Croft to circuit racers who haven't tried it yet - the track, not the cornfield that is!..... It's a pity the pre-'74 Touring Car Championship hasn't a round at Croft this year.

Much time was spent over the summer trying to get some of our other Simca Rallyes back together. The lightweight 'production modified' which managed 2nd in the 1300 class of the 1991 C&CC Car and Converted Car of the Year Competition has been in storage for years and many bits had been 'borrowed' to keep the circuit racer going. The aim was to equip it with a 1400-ish version of the Simca Rallye engine and have it ready for the Sunday Thoresby Sprint.

When September arrived the sprint car wasn't ready (we hadn't quite found all the bits) so the circuit racer had to manage a race at Cadwell on the Saturday and Thoresby the following day. It handled both without trouble (except for a bit of plug fouling on the tired engine) although I was a bit off the pace of the lightweight Nova that won our class. Practice at Cadwell reminded me of my days in short circuit Hot Rod racing as I arrived at (and avoided) a comprehensive Escort / Avenger / Dolomite pile up.

Just as I was thinking how well the old engine was going we were due back at Mallory for the 16th October

meeting. The oil surge which Mallory seems to provoke saw off the bearings and presented me with a problem for the following week ..... no time to work on the car and.....

I had entered the Jaguar Ragley Hall hillclimb. Kev came to the rescue, loaning me his green Simca Rallye, last seen in anger at Thoresby in '94. John Lockwood (ex-Imp and Simca Abarth racer) and myself had an enjoyable day keeping on the pace with most of the Cooper S in our class... not bad in Kev's road car! We even returned it to him in one piece! The event attracted a varied entry from Autobianchi A112, Volvo Estate, Subaru Legacy, various TR8's and XJS's etc to Eike Wellhausen's Lister Jaguar.

Kev has not been out this year although he was getting the 'bug' as he sat on the line in his Matra Simca Bagheera in the parade at Thoresby.

Plans for '96!... Well, the circuit racer has been refitted with its rebuilt short lived 'demon' engine and fellow Simca club member and engine builder Phil Hart is currently using it as daily transport to get a few running in miles on it. The lightweight should appear at a few sprints this year. If funds allow we'll complete it to circuit spec as it may be eligible for a few Group 2 races planned by the CSSC with its lightweight panels, arches etc. Also we decided that one Matra Bagheera in the family was enough (Kev's yellow one) so I've sold my two and a half examples to concentrate on the rest of the collection. Two projects have recently come our way....(1) All the parts to effectively build a new Simca Rallye including the bodysell and (2) An original Simca Rallye that has lived in a barn near Portsmouth for the last 14 years....Somebody even did all the welding before putting it into mothballs. I'll be interested to hear from anybody who finds any 'dead' Simca 1000's, Rallyes or tuning bits for them.... they still keep turning up!.....Mick Ward (01246) 200045.



*Kevin Ward in one of the Ward family Simcas climbs the bank at Orchard Corner. Photo: Frank Hall*

## EDITORIAL

This month's issue has quite a sombre note, with the recent deaths of Tim de Dombal, Peggie Hall and Les Edmunds. I'm sure that everyone within the Centre will join with me in sending our condolences to their respective families and friends. Although they will no longer be with us, I am sure they will be fondly remembered.

On a far lighter note, I would like to congratulate one of our leading drivers, Roger Kilty, on his recent marriage to Kathryn Saunders. Best wishes to them for the future. If anyone has news of marriages and births, please don't hesitate to send along your information, preferably with a photograph.

Since your last 'Times' we have had the Annual Dinner and Dance, a superb occasion enjoyed by all those who attended - why don't more of you make the effort and come along? A Centre event which is usually poorly supported is the imminent AGM, so if you think that you can help the centre in any way, please make the effort and make your presence known.

As we embark into a new season there is much to look forward to at Harewood and within the Centre, the new enlarged paddock will hopefully be completed well before Practice Day. The 'Bus' will have been retired and replaced by a 'new' paddock office while the main race control will be permanently situated in the Farm buildings.

As you will see from this 'Times' there are three reports of our Centre members enjoying themselves on the circuits and while we are predominantly a hillclimb centre, I will try to report everything in which our centre members are involved.

So please keep your articles and information flooding in, they will be gratefully received and you will thereby join the merry band of the 'rich and famous' - well at least you'll get your name in print!

I look forward to everyone enjoying a happy, successful, competitive season at the re-vamped Harewood venue. Good luck and success to all in 1996  
Pat

## FOR SALE

7 x 13 Ford Superlites with A38 slicks (4 off)

New for 1995

9 x 13 Magnesium Minilites Ford centres with A39

slicks, little use

**Any reasonable offer**

Contact Colin Stewart on 01287 634203

## MY MOTOR SPORTING YEAR

PETER HERBERT

### JANUARY

Over Christmas lunch the previous week, my mother had recalled an earlier festive occasion when, at three years old, I was given my first car. Understandably my parents anticipated considerable joy on my part, for even at such a tender age, I was not indifferent to the motor car. But as I unwrapped the blue metal pedal car delivered so thoughtfully by Santa, my first words were "where are the doors? It hasn't any doors". To my discomfort the assembled relatives fell about laughing at this story, suitably mellowed by twenty five glasses of wine, and it was then my dear wife delivered the coup de grace. "and he still plays in a car with no doors".

However it was not at the wheel of my beloved Westfield but on foot that I began my 1995 motor sporting year at Birmingham's NEC for what was once known as the Racing Car Show but is now Autosport International. The main purpose of my visit was to meet several 750 Motor Club luminaries who were to assist in the completion of my book. Mr Staniforth effected the introductions and the meeting proved most worthwhile with the promise of photographs and proof reading.

As it was competition licence holder free entry day canny Yorkshire speed eventers, well versed in such brass saving techniques as dodging into shop doorways on flag days and swimming under toll bridges, were out in force, and familiar faces were to be seen around almost every corner. Being a Yorkshireman myself I did not buy much, but the show was most enjoyable and a far cry from my last visit, in 1973, when it was held on a swaying Townsend Thoreson car ferry moored on the Thames in central London.

### FEBRUARY

The book reaches completion and is dispatched to the publishers. Two years of toil and tribulation are over. It's as if a sizeable trolley jack has been lifted from my shoulders. Prior to embarking upon this daunting undertaking I knew less than nothing about 750 Formula racing, let alone how to design and build such a car. But seasoned writer Allan Staniforth, publisher Patrick Stephens and 750 racing doyen and Darvi constructor Dick Harvey persuaded me to write '750 Racer' and when it is released, or should that be escapes, in April 1996 I hope someone somewhere enjoys it.

### MARCH

Thoughts turn to the rapidly approaching hillclimb season and I have the faintly ridiculous notion that I can do well this year in Class A at National level in the absence of the Talbot's radical KAD 16 valve Lotus Seven and Blenkinsops' Westfield BDA. Friend and mentor Russ Cockburn, without whom I would probably



still be struggling along in that old road going Peugeot, gives the Westfield a thorough check over, but nothing radical is undertaken. The notoriously fickle to fit Revolutions are given stud inserts, a jack plug is added to aid starting from the slave battery, and I splash out on a set of Avon A39 wets from Tony Mekwinski's Blackpool emporium.

## **APRIL**

To hillclimbers with attitude, Easter means Loton Park, and I'm there for the opening Leaders round. In practice I am third fastest behind Paul Reynolds' determinedly driven pushrod Westfield and Pete Millington's suicidally conducted featherweight Clan. Monday is wet, and I fit my new rain covers. They feel good, and on my first competition I am flying only to leave the braking too late at the end of Cedar Straight and sail off into the grassy outfield at Fallow. There is no damage but all is lost, for in worsening conditions I can only salvage eighth place on my second ascent. No points - bad start.

A week later I am at Oulton Park for my first circuit race of the season. As I am unfamiliar with Russ Cockburn's recently acquired Class C BMW 325i, a half days testing is undertaken before the event. Although less powerful than Bob Shiell's Class A 323i, which I had raced the previous season, the 325i is blessed with far superior brakes and weight distribution, and I am soon thoroughly enjoying myself lapping this superb Cheshire track. But, I get overconfident, turn into Old Hall too early, exit wide, and with a sickening crunch tear open the sump like a sardine tin on the high kerb.

We hightail it down to fellow BeeEmm racer Nigel Mosely's Telford garage where a replacement sump pan and oil pump are installed.

Next day the car feels odd in practice and my times are not good. The tracking is found to be at fault. The race, round three of the Kumho Tyres BMWCC Championship is being run as a handicap, and as we line up on the grid it begins to rain. As the slowest of those not awarded credit laps I share the front row with Graham Price's 2002 Turbo. When the Union Jack drops I take full advantage of my adversary's turbo lag and dive into Old Hall first, and for two glorious laps, lead the race, at least on the road. Then I am gobbled up by the M3's, M5 and CSL, spray becomes a factor and through it I catch sight of Guy Spurr divesting bits of M3 as he cannons from barrier to barrier on Clay Hill. The race is stopped. At the re-start I settle for a finish in the slippery conditions and take the chequered flag sixth in class and thirteenth overall.

The following weekend I am in Devon for my first visit to Wiscombe. I'm impressed, it being a combination of Barbon parkland. Prescott complexity and Shelsley speed. On Saturday I enter the clubbie, and surprise

surprise it rains. I am comprehensively blown off by the well developed local Midgets of Steve Snell and Phil Isaac and must settle for third place. The Westfield feels unusually lethargic pulling out of the Sawbench and Martini hairpins, and that evening Russ decides to change the head gasket in the paddock. In time honoured hillclimb tradition everybody rallies round and the job is completed with the help of Nick and Justin Fletcher's vast arsenal of tools. Next day the big hitters arrive for the second Leaders round, and I am beaten into fourth place by Reynolds, Millington and the Ginetta of Andy Russell.

## **MAY**

Prescott follows a week after Wiscombe and the car is off song again. Russ is at Castle Coombe where Manxman Colin Knifeton is driving the 325i, and as I am to engines what Rudolph Nuryev is to arc welding there is nothing to be done. I attack the hill with gusto, but the engine almost dies coming out of Ettores and I finish seventh and pointless - what a pisser.

Back home a tired coil and loose distributor are discovered and following an encouraging rolling road session I look forward to next Saturday and Barbon with renewed optimism.

Mark Britt once told me that he attributed his Davrian's Barbon class record to ideal gearing and this must have applied to Clans too as I couldn't get closer than half a second to 'Perky', Pete Millington's latest projectile. Understeer through the very important first corner did not help matters, and I resolve to invest in some new front tyres.

I am back in the BMW the following weekend for my first Continental race. The weather is hot at Zandvroot and the track demanding, and in Saturday's 10 lap Kuhmo-BMWCC series event I finish second in class and eighth overall following an exciting drive. In Sunday's 18 lap non-championship race I make a poor start and am placed fourth in class and tenth overall with the consolation of the class lap record as I fight to catch up. In 'Mickey's Bar' above the pits all my early season disappointments are forgotten. I'm an international racing driver.

## **JUNE**

As a rich woman's plaything it is my duty to accompany her on exotic trips, so we holiday in California. On the road from Los Angeles up the Pacific coast to San Francisco we call at Laguna Seca Raceway. The previous day Jacques Villeneuve has clinched the Indy Car title and the Jim Russell school is in session on the rubber stained track. I announce that I have attended the Donington school and am a famous English racing driver called Herbert, but they still won't let me thrash our rented Thunderbird around the circuit. What a bummer.

## **JULY**

Harewood is hot. Even the wind is hot. It is as if Stockton Farm has been moved to Dubai. I badly want to win this one and I psyche out the opposition by having Tyres South Shore fit a pair of new Avon fronts. Yet I have a mental block about beating the on form Reynolds and Millington duo, whilst there is a quick local Caterham K Series piloted by the name of Tim Wilson to look out for too. In practice the new rubber works a treat and I am quickest, but can I do it when it counts? The answer is yes, as I set a personal best time to win my first Leaders round in three years. I am still 0.7 seconds off Carl Talbot's record but am chipping away at it at the rate of 0.1 seconds a year. By 2003 the record will be mine.

A fortnight later I am at Gurston Down. The event is not a Leaders round but I go because I just want to. On my only previous visit it rained and the hill defeated me, so I have unfinished business. Again the weather is hot, and I overcook it at Ashes on my opening practice run and spin into a corn field. Following the first competitive climbs I am lying third behind 'Perky' and Andy Russell, but on my first ascent I am bumped into fourth place by a hard charging Cliff Breakspear in his Westfield by just 0.08 seconds. But I'm pleased with my drive, just 0.64 seconds covering the first four of us.

## **AUGUST**

Back at Harewood it's the Montague Burton Trophy Meeting and the heat wave continues. Things don't begin well as a front tyre deflates as I barrel into Quarry on my first practice run. More by luck than by cat-like reflexes I save the car from the gravel, but on close inspection in the paddock tyre and wheel are a mess. The smart money is on this blow out being the aftermath of my Gurston excursion, and Tony Tyres gets to work with his rubber hammer on the rim and fits my old spare cover. The wheeze works and I manage to hold off an ever quickening Tim Wilson for another class win.

Seven days later I am at Shelsley Walsh, the Brooklands of hillclimbing. On a fine day there is no more charismatic course at which to compete, and the weather in the Cotswolds is glorious. It is the occasion of Shelsley's ninetieth anniversary and there is a demonstration of historic hillclimb machinery. I am captivated by the Basil Davenport GN 'Spider' and marvel at the bravery of its driver, hunched behind the huge steering wheel, as the angular Shelsley Special is hurled between the grassy banks at Crossing.

My first practice run is marred by an imbalanced new front tyre, but BMTR soon sort that out, and the two runs that follow are encouraging. The next day, intoxicated with the atmosphere, I set a time of 34.80s on my opening competition climb, only Pete Millington is faster on 34.60s, but Paul Reynolds is close behind me

on 34.85s. During lunch I think hard about ways to go quicker and in the afternoon my second ascent is a peach. I drop the clutch with six on the clock and rocket through Kennel and Crossing, the nearside wheel just kissing the bank. The Westfield slides through the Esses just so and stops the clock at 34.10, a personal best. What can 'Perky' do? Just enough actually, a 34.08s run. So I miss out on a famous Shelsley victory by two hundredths of a second, but like the Murphys, I'm not bitter.

Some people are very snooty about Baitings Dam but I quite like the place. It offers its very own challenge and is one of the few places where an FTD is on the cards in almost anything. And so I enter the Barbecue Hillclimb, only to learn that the venue has switched to Harewood. Never mind, I turn up anyway, and after rejoining battle with Tim Wilson, snatch a 0.73s win over the Caterham.

## **SEPTEMBER & OCTOBER**

A trip to France and other diversions spell the end of my speed eventing year, but plans are already forming in my mind as to how to go faster in 1996.

## **NOVEMBER**

I attend the annual BARC (Yorkshire Centre) Punch-Up, sometimes known as the Classes Forum. Everyone lobbies like mad to change classes and target times to their advantage, Brian Kenyon tries once again to have Westfields banned, we all argue, curse and shout then retire to the bar for a jolly good chin-wag.

The following Saturday I drive the final event of my season, a road tyred saloon race at Croft. This is a big moment, a chance to race at the circuit where I spectated so often in my youth. The weather is foul, in fact typically Croft, with cold wind, heavy rain and lots of standing water. Whoever named a corner Sunny has to be terminally weird. I qualify the BMW 12th from a field of twenty, and at the green light, by using second gear on the wet track, make a great start. Driving into Tower I have already passed three cars, but through the Esses and Barcroft I'm driving blind. All I see are the colours of cars spinning across the front of my bonnet in the dense spray. Emerging from this car wash onto Railway Straight I am in fifth place, but the race is red flagged. At the restart I have it all to do again and am up to seventh when Tony Craig stuffs the leading car into the pitlane barrier and the race is stopped for good. I win my first race class, set a lap record in this new Croft race category and cruising back to the paddock wave inanely at a rain soaked Tim Bendelow, doing stout service at Jim Clark Esses, from the nice dry confines of my cosy saloon.

## **DECEMBER**

Now I have only memories. The car sits forlornly beneath a coating of dust in my lock-up, the pen is parked in the drawer and Christmas approaches. Let's hope my mother spares us that crappy pedal car story.



## LETTERS TO THE EDITOR

Dear Pat

Q. When is a Mod Prod car not a Mod Prod car?

A. When it's a Westfield type car.

Section L.11.5 read 11.5.1 and 11.5.2

If Westfields, Caterhams and Lotus 7's are Modified Production cars, who produces the engine? Which block do we identify with the Westfield type vehicles? They seem to be spoilt for choice in classes A, B & C. They can use the Vauxhall 1.6, 2.0 + 16 valve variants, Ford pushrod, Ford CVH, Ford Zetec, Ford Cosworth, Cosworth BDA, BDG, BDH. Cast iron, alloy block. Rover 1.4 16 valve, GTi Rover V8, BLMC 'A' Series etc, etc.

As well as having choice of engines they also appear to have choice of suspension make, type and positioning, and if this isn't enough, they can lighten what's left of the bodywork (less roof and boot). Surely these cars are more like Sports Libre or Clubmans (J25.5) than Modified Production cars.

If the Westfield, Caterham and Lotus 7 run in Classes A, B & C, surely they should run with a weight handicap or a minimum weight limit or even plus time handicap according to weight or lack of it.

Yours faithfully

Brent Meredith

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Dear Editor

Pat & I were shocked and saddened to hear of the sudden death of our long time Chief Medical Officer Tim de Dombal. We always found him extremely good company in the paddock and as well as his pleasant and easy going manner, he had a wealth of amusing tales to tell and we spent many a happy hour with him.

I, personally, have much to thank Tim for, when I commenced circuit racing I was suffering from motion sickness. When told of this Tim went to great lengths to explain both the symptoms and to suggest probable remedies. As you would expect, his advice was spot on and I was able to overcome my difficulties.

The Harewood Paddock unfortunately will never be graced with the sight of Tim chewing on a cigar, usually decked out in his uniform of sunglasses, sun hat and trainers, complete with a hole in the toe. He will be greatly missed for his undoubted professionalism and enthusiasm. One of life's great characters was Tim.

Yours sincerely

Brian Kenyon

Dear Editor

In his 'Motor Sporting Year' article, Peter Herbert, while reporting on the Forum, states that **I would like to ban Locaterfields. This is not so!**

I stated at the Forum and will continue to voice the opinion that Locaterfield types are not fair and even competition for mass produced sports and saloon cars. My suggested remedy is quite simple.

**Locaterfields and very low volume production sports and kit cars should have their own classes.**

My reasoning is that proper production cars, no matter how highly modified, can never be on a level playing field with Locaterfields.

The wide variation of engines that are available for the Locaterfield types are endless, their already lightweight bodywork can be reduced even further by the substitution of 'tin foil' panels. The engine position seems to vary greatly, in fact many of these cars are as advanced, if not more so than some of the Clubmans and Sports Racers on the hills at present.

I, along with many others, particularly members of the general public unconnected with our sport (spectators), would like to see more saloons on our hills. At present there is no encouragement for people to enter saloons in Classes A, B & C for they are likely to be blown off by pseudo 'Sports Racers'. Anyone who wishes to be remotely competitive in Classes A, B or C has to have a Locaterfield.

The problem has never been Locaterfields or their drivers, it's the classes that are at fault.

I haven't an axe to grind as I do not compete in hillclimbs or sprints ..... but I do know what is fair.

Brian Kenyon

## FOR SALE

**Bumper Winter Sale. Everything less than half new price & in first class order.**

Sparco red pinstripe 2 layer Nomex FIA driving suit. 40 inch chest, many class wins **£100**

Matching size 8 boots and gloves **£30**

Sparco red box quilt Monza jacket. Look like Jean Alesi - or Jean Shrimpton in the paddock for just **£35**

Single Sabelt three point red harness with shoulder pads. Ideal for road going saloon. One season's use only and never seriously tested. **£25**

Momo three spoke 'Jackie Stewart' 13" diameter leather rimmed steering wheel **£50**

Bosses for BMW 3 series, Peugeot 205/405, Golfs Mk1 & 2 and Astra Mk1 **£10 each**

1995 Autosport racing circuit guide. Little different to 96 edition except for foreign tracks and hillclimbs **£10**

Telephone Peter Herbert on  
0191 386 6111 (B)  
or 01325 374656 (H)

## PEGGIE HALL

Margaret 'Peggie' Hall, the wife of long time motor sport photographer Frank, died on Saturday 13th January 1996. Although Peggie and Frank haven't been to Harewood for a year or two they will be remembered by all. Peggie and Frank used to park at the top corner of the paddock and from the back of their car, sell Frank's action photos.

Peggie was a well known figure for many years at the majority of the northern motor sporting venues helping Frank, notably Oulton Park where Frank was Publicity Officer.

On behalf of the Yorkshire Centre we offer our sincere sympathy to Frank and his family.

Pat Kenyon

## COMMITTEE NOTES

### NOTES FROM DECEMBER 1995 MEETING

The work to the paddock was discussed and the new layout agreed, Further work is to be done on the offices in the Barn, office furniture is required.

Sponsorship rates for 1996 were agreed.

New marshal's huts are to be obtained to replace those which have been damaged.

Entry Fees and Class Awards for 1996 were agreed.

The Committee is to look into Lottery Funding.

The Committee is to look at ways of increasing Centre membership.

### NOTES FROM JANUARY 1996 MEETING

Confirmation of the planning position at Harewood had been obtained, 14 days motor sport use plus 14 days other use under the Town and Country Planning Act Class B.

The Treasurer presented the accounts for 1995, these were agreed ready to be circulated to the membership. The date for the Centre AGM was agreed, the retiring committee members and the Treasurer and Secretary agreed to stand for re-election and will be nominated by the committee.

The computer results programme is to be updated.

The committee is to look at future developments with a view to lottery funding - ideas are welcome from members.

The Harewood catering concession is to be put out to tender.

John M English

Centre Hon Secretary

## CONGRATULATIONS

Congratulations to Roger and Kathryn Kilty on their marriage on Friday September 1st 1995. They were the first couple to be married at Ridding House where they also held a champagne reception after the ceremony followed by a dinner and dance.

Kathryn designed her own wedding gown of ivory silk with an ivory silk dupon heavily beaded jacket and completed the ensemble with a beaded and pearled tiara and veil.



*The happy couple Roger and Kathryn*

## YORKSHIRE CENTRE COMMITTEE VACANCIES

If you read the Annual General Meeting notice very carefully, you will see that there are two vacancies on the Yorkshire Centre Committee.

The Committee is not just a talking shop as a quick scan of the officials list at any Harewood event will prove, but like any organisation, it needs to be drip fed with new blood and new ideas to meet the challenges of the future years.

Anyone who is interested in making a positive commitment to the Yorkshire Centre, and this means putting ideas into action, not just talking about them, should contact John English, with the appropriate proposal signatures, by 29th February 1996.

# **THE LIFE OF BRIAN (ON THE MAGIC ROUND and ROUNABOUT) BRIAN KENYON**

One thing's certain, life around the Kenyon's is never dull, as my friends were to find out when I decided to give 'roundy roundy' racing a whirl and although I've only managed to fit in eight races in two years, the meetings were always full of fun and laughter despite the many mishaps. But let's go back in time and find out why I came to make this momentous decision to grace the circuits of our green and pleasant land.

Having started sprinting and hillclimbing at the not-so-delicate-age of 27 (1967), I've competed on and off in a Marque Sprite alongside my long suffering wife over a period of 25 years, with a gap of 10 years from 1974 to 1984. During our last full season in 1991 we managed to break 3 s/c gear boxes. In 1992 our new engine, which we expected to sweep all before it, wouldn't pull the proverbial skin off a rice pudding, and expired at its first event at Aintree which meant we scratched from the first long course Harewood event - so hillclimbing was unfortunately left with a whimper.

What, you may ask, possessed a 53 year old geriatric to embark upon circuit racing? Well having spectated at many race meetings, I professed that I couldn't see any problem in finishing in the first three, (modest to a fault) so I decided to see if I could put it into practice.

A racing MG Midget was sought and purchased early in 1993. The car had lain unused throughout 1992 but had, according to its owner, new tyres at the end of its last season and an engine re-build which had incorporated new pistons. When I enquired as to the power output, he said it developed around 129 bhp from 1380cc, which is approx. 109 at the wheels (my best 1330 Marque engine had 93 bhp at the wheels). Compared with most racing Midgets I had seen, the car looked tidy and well prepared. Unfortunately all my funds and more were used up in the car's purchase. The expense of the compulsory MSA Starter Pack, ARDS race driver course, Medical Fee, glasses and racing licence, was approx £450, so with nothing to spend I was unable to race until September and had to contend myself with preparing the car, spending very little.

Although the car had been raced for a number of years without question, it exhibited several illegal features. The front tyres stuck out of the bodywork too far so wheel arch extensions were fitted, the battery was in the car uncovered so a battery box was fitted, a plastic oil gauge pipe was replaced with Aeroquip, the starter was repaired, a chafed water pipe replaced and the scores (I kid you not) of self-tappers replaced by small

Allen bolts. Self-tappers have no place on a racing car. The previous owner's sponsorship livery was removed and I partially re-sprayed it. Part of my preparation was to ascertain the weight of the car as we are required to comply with a weight limit so I arranged to have it weighed at Phillips Waste Disposals (on reflection perhaps I ought to have left it there!). I arrived, unloaded, placed it on the bridge and noted the weight. I enquired as to the bridge's accuracy and was told "well, it can vary 60 lbs depending upon the amount of rain that has fallen recently!" not much good as I wanted to know the weight within the nearest couple of pounds or so. Ah, well, I'd got some towing practice in. Wallace takes Gromit for 'walkies' and I had taken my Midget for 'drivies'.

The first set back was when we tested at Three Sisters and I was introduced to 'huey', I was car sick after only a handful of laps and put this down to the twisty nature of this small kart circuit. Little did I know!

After this disappointment I decided a more meaningful test would be half a day at Cadwell. Unfortunately motion sickness again raised its ugly head, it looked as though I was going to have the shortest circuit racing career in history! For despite Keith Wilford's protestations I was too ill to get out of the car, never mind venture back onto the circuit so the test was scrubbed and we returned to base. Fortunately help was at hand, after advice from Tim DeDombal and my doctor I purchased a neck brace and gallons of Gaviscon.

With the testing disasters fresh in my mind I somewhat apprehensively entered my first race at Cadwell in September 1993 and I was unwise enough to mention it to the 'dreaded' Seaman of Sheffield - so he offered to be pit crew. Practice passed off uneventfully but the car felt slow, it didn't so much as accelerate as gradually gain momentum, but I had much to learn. Assembled on the 3rd row of the grid I waited for the marshal at the rear of the grid to wave his green flag. I'd seen them do it in Grands Prix on the box. Unfortunately the marshal at my side of the grid didn't wave the flag, the guy at the opposite side did, while I was wistfully gazing into the mirror the starter on the rostrum put the light to red, and immediately to green, the field was thundering around me with my car still out of gear. Places were lost, I was never able to recover as the two drivers in front of me were involved in a furious dice and were using all of the road and sometimes the grass so I tootled round behind them to a somewhat chastened ninth place. Not quite the illustrious start I had intended, but at least the car had finished the race in one piece.

Somewhat bemused by my lack of success (modest again), I decided to return to familiar territory, Aintree, this was also an opportunity to let 'her indoors' have a go in our 'sparkling new' racing car. What a revelation

this sortie proved to be. On my first run I approached the first corner, applied the brakes in the same manner I used on my sprint car and promptly disappeared in a cloud of 'slick' tyre smoke into the Grand National course. At the day's end I was over two and a half seconds slower than my class record (I still hold it today) with the full steel Marque car, it should have been two seconds quicker. Fortunately to massage my ego Pat was similarly down on her times. We both couldn't be having a bad day, could we? At the end of the day I put the car's lack of performance down to lack of experience with the car, really the writing was on the wall but I chose to ignore it!

The week before my next event at Cadwell in October I discovered the roll over bar was aluminium rather than steel. Alloy bars had been illegal approx two years before I bought the car, this was a shock to my system and bank balance. On the track the lap times were dropping, but on my last lap of practice an almighty bang saw me coasting through Hall Bends and into the pit lane. Brian Woffenden diagnosed a broken clutch, fortunately along with the kitchen sink, I had brought a clutch driven plate so as we stood commiserating at my ill fortune, having secured third place on the grid, Brian Woff uttered the immortal words **"with four hours to the race and we've nothing else better to do....."** so out came the engine with the help of some rope and a scaffold pole which had been holding the door of the scrutineering bay open - it's surprising what you can do with a bit of string and a lot of muscle power.



*Brian Woffenden and Chris Seaman line the engine up while BK and Chris's pal provide the muscle power.*

By this time ex-MG Midget driver Chris Seaman of Selby and his mate arrived and they were roped in to help. The clutch was shot and fortunately we noticed that the flywheel was about to part company from the crank. To add insult to injury the flywheel was completely standard!!! not a gram had been removed from it!!! no wonder the damned thing wouldn't accelerate. Despite a scare when the clutch wouldn't clear, the car was on the grid. Having made hundreds of starts in my hillclimb career I was chastened to be blown away at the start, it was as though I had the handbrake on, they left me for dead! I had a lonely race in fourth place which became third when one of the leaders stuffed it into the barriers, this could have perhaps been second if I had pushed harder (this taught me not to ease up and to try hard all the race and not settle for my current position) as I was catching the second man when the flag dropped, so glory at last and a nice little cup to show my delighted helpers and to repay their tireless efforts on my behalf. Unfortunately this was the last race of the season - but raised hopes of better things to come in 1994.

As they say the best laid plans of mice and men often go astray and with an even sharper downturn in the Kenyon finances there wasn't any money to lay out on the car over the closed season other than to fit an uprated clutch. I sold the car's original Revolution wheels and fitted my split rim Compomotive's but with narrower sections, the regs require the car to have 6" maximum rim width.

Another late start to the season for the same boring reasons, lack of cash, so we returned yet again to Cadwell on 12th June where I was to suffer my first non-finish. The weather was glorious for practice but the car was exhibiting violent understeer and the steering wheel was vibrating furiously but I pressed on until my third lap when at the bottom of Mansfield the Midget converted itself into a Reliant Robin when the front off side wheel parted company and the car tobogganed on the disc, fortunately I couldn't have picked a better spot as there is a wide run-off area, in fact it's probably the safest place to have an accident in the whole of Cadwell. Damage was extremely light but all the wheel studs had sheared. The wheel loss remained a mystery for a while until Brian Woff & I discovered the face of the hub and wheel were not mating, why? I don't know, they had worked on my Marque Sprite and the hubs should have been identical, so while Brian was left filing out the centre of the wheels, I went round the paddock with my begging bowl where I was introduced to the famous - infamous - Nettleton Bucket. This contains about a half hundredweight of assorted very rusty nuts, bolts, washers etc. I found enough studs and nuts to repair the car and they were duly fitted. The next shock came when I tried to start the car, it exhibited not a sign of life, while

checking the carburation and ignition systems, I dropped one of the carb screws into the long Cadwell grass. Talk about try to find a needle in a haystack! After this episode I think I could. Ignition proved to be the fault, the three pin terminal on the Lumenition pack was the problem. Fortunately Brian Woff had come across this problem in the past, but we were out of time, the cars had been called to the assembly area, in my haste I knocked the exhaust off in a paddock pot hole about the size of the Grand Canyon. Hastily I replaced the exhaust pipe and tightened the bolt and arrived in the assembly area all hot and bothered. Unfortunately all our efforts were to prove in vain, the exhaust fell apart on the second lap and was sticking out 3 foot at the side of the car, so I recorded my first retirement. Not a happy day.

A week later our little team of Pat, Brian Woff and Keith were at Cadwell yet again and my tales of woe continued for on the fifth lap of practice one of these horrible carbon plug leads disintegrated but I'd secured fourth fastest and on the 2nd row of the grid. While Keith completed a spanner check on the car, I had a trip into Louth with Brian Woff for the offending part. I was back on the grid for the start of the race. As the race progressed I noticed a drop of 500 revs on Park Straight and was quite happy to finish in fourth place. When checked afterwards, no misfire or fault could be found to account for the mysterious drop in revs. The engine was left untouched until the end of the season.

If my season had started off badly it was about to get an awful lot worse at Oulton Park. All the local experts were there and the best I could manage in practice was 9th on the fifth row. Nothing particularly exciting happened except that the clutch wasn't clearing too well in practice and I did develop an active dislike for the ridiculous chicane which is taken in 2nd gear nearly off the cam. This has replaced the thrilling fourth gear Knickerbook. In the lunch interval I attacked the footwell floor with a large bar and even larger hammer to increase the clutch pedal stroke. This appeared to work. After yet another bad start I ran alone for a while until I received a bump in the rump by another Midget driver at Shell. I managed to open a gap until I tried to pass a couple of cars before the awful chicane, and outfumbled myself and lost momentum, this allowed my assailant to catch me and have another go at my rear, this time he made a good job of it and took me off at Lodge with considerable damage to both our cars. It appeared that he had complete brake failure so he used me to stop. The only redeeming feature was that while I was running I had recorded fourth fastest lap of the race and although I didn't finish, I had completed enough laps to have my licence signed.

Before my next race which was to be, yes you've guessed it, at Cadwell I had much re-fettling to do, a new

rear panel was purchased (the old damaged panel had two and a half pounds of filler 'gobbed' on it already) along with a half wing, the axle was changed, a wheel scrapped and the car pulled straight with a chain wrapped round our gate post and attached to the twisted boot floor and rear bodywork which had been pushed up and inward and had to be pulled out. A long piece of wood was spragged against the other rear wheel and to the gate post to give me something to pull against. This along with some 'light taps' from a large hammer, I got it as they say in the trade, looking like a minter, never raced or rallied sir, one careful owner etc. The only good thing to come out of the accident was that I found that both rear brake wheel cylinders were seized solid, no wonder the brakes were somewhat 'iffy'.

For the August Cadwell event our team had shrunk to Pat & I, Keith and Brian were playing with their own racers. I was hoping for a change of fortune, my hopes were dashed as the brake pedal which appeared to be OK at home, went straight to the floor and I couldn't maintain a solid brake pedal. Many pints of brake fluid later (racing fluid ain't cheap), I realised I wasn't going to get a satisfactory pedal before practice, so I crept round the circuit for the 3 laps required to qualify, this proved to be futile. Into my third lap rounding Charlies (as if I didn't have enough problems) a hub spun on the half shaft and put me out of my misery, so I pulled off to await a tow. The officials obviously couldn't count their 'balls' - on their abacus, silly - for although I had only completed two and a bit laps they would allow me into the race, very decent of them. I changed the shaft, no problem but despite much effort, the brake situation didn't improve so I withdrew. Some things I'd have taken a chance on, but brakes aren't one of them. The problem turned out to be the Master Cylinder. To top it all, on the way home, the column change on our Hiace Caravette disintegrated and required me to effect a road-side repair. At the end of the season, Dr Keith W had the shaft checked and found it had been cracked from manufacture, the split was along the length of the shaft (most unusual) allowing the nut to slacken.

The lightheartedness which has always accompanied our little team was by now fading and we desperately needed to at least start and possibly finish a race. The team had grown again with help from Wallace and Gromit - oops! I mean Woffy and Wilford when we returned to Cadwell. After practice spirits were high and all the ill fortune forgotten. I had planted it on pole, two seconds in front of the second man, so things were definitely on the up and the race eagerly anticipated. Yet another tardy start and I was back in third with a V8 MGB GT blocking my way. For three laps I tried everything possible but his car was just too quick on the straights and although I could haul him in on the corners



I just couldn't make it through. On the fourth lap I got a sling shot exit out of the hairpin and managed to get inside him going through Barn Corner but he pulled across me in Schumacher style and we made contact. My concern was increasing as the leader was taking seconds a lap out of us and disappearing into the distance but my lunge at Barn worked as further round the lap I managed to outbrake the V8 and set off in pursuit of the leader. I was closing on him when he attacked (before my very eyes) the Hairpin tyre wall in a cloud of tyre smoke, my pressure had told. Now in a comfortable lead it was just a matter of stroking it to the finish. My pit crew had been suffering torments but were elated when I crossed the line to be greeted by the chequered flag. I felt a pleasant glow on my slowing down lap and to get enthusiastic waves from some of our Harewood marshals was the icing on the cake. At Barn the marshals gave me back my complete headlight which had been lost in the close combat with the V8. I enjoyed the post race interview and the garland presentation, even though it wasn't performed by Murray Walker and I didn't get to spray any champagne. If any had been offered I'd have probably drunk it anyway. A good day this and just when we needed it.



*The Midget sans headlight*

At the Sport for all Day at Donington in October along with my usual band of helpers there were many club members from Sheffield & Hallamshire, Notts Sports Car Club etc present to watch my humble efforts. Donington was something of an unknown to me for although I had competed in a farcical sprint in atrocious weather many years before, I was unfamiliar with the circuit. During practice, under braking for the chicane, I had yards taken out of me by the guy who ultimately set pole. I let him through and followed him down the pit straight, through Redgate, Hollywood and down Craner Curves where I was surprised to be able to pull alongside

him through this ultra-quick section but after the Old Hairpin up the hill he pulled away but I was fifth quickest and on the third row. Not too bad considering all those in front had vast circuit experience, unlike myself. I found Donington a very easy circuit to drive compared with Cadwell and Oulton, its fast sweeping corners suited my style. With much to prove after my last race, when the lights went to green, I had a dream start, scything through the pack into Redgate, I took the lead with a very daring manoeuvre on the outside down through the daunting Craner Curves and pulled away to break the lap record. Actually, the start was a nightmare and the only thing I broke was a half shaft. My race was over and I hadn't even turned a wheel. It focuses your mind when you are sitting there helpless and the pack is thundering down on you, one MGB came perilously close but no contact was made. A rather low key ending to an eventful year.

It was time to take stock, my lap times just weren't good enough, so I thought I'd better check the original owners claim of 109 bhp at the wheels (Rule 1 in the Racing Drivers Excuse Book 'it's never your fault if you're slow') so I booked it onto Nobles Rolling Road where despite much fiddling we were unable to top 90 brake! John did a leakage test on the cylinders and found a 52% leakage on the rear cylinder (3% is good!). I'd effectively been running a three cylinder car from day one. My woes didn't end there for on pulling off his leads John must have shorted an ignition wire out onto the stainless steel Aeroquip oil line and by the time I got the car to the trailer a fire had developed and the ignition blew. Glory be, what next?

A full strip down of the car was required. I hauled the engine out of the car and onto the stand, really I shouldn't have bothered, I should have swapped it with a rag and bone man for a couple of goldfish in a plastic bag or a balloon. Every part I removed was scrap. The rocker gear, its shaft, the timing gear and the timing chain were slung immediately and the head which had super tunnel ports was fitted with minute exhaust valves and all the valves were pocketed. A cam lobe had a flat on it, number four bore had an old score the full length and then to top it all, the rear main cap came off in my hands in two separate pieces - the block was scrap. How the damned thing hadn't blown itself to smithereens I'll never know. In fact the only good things about the engine were the rocker cover and the sump pan.

The brakes - Oh!, the brakes, the car darted about under braking, and I found the discs were warped, this along with the wear in the suspension was creating the problem. The suspension was shot, the top rose joints were bent in two planes, the swivels on the wishbones were worn out, the geometry was incorrect on the top extra arm on the suspension and was pulling the shocker



arm out of the shocker body. There was very little front suspension movement, no wonder it used to lift wheels.

I discovered 40 major faults on the car with a further 23 of a more minor nature. Faced with a mammoth rebuild bill, I pushed it to the rear of the garage and it was never used in 1995.

### END OF TERM REPORT

How does the opposition shape up? Pretty damned tough actually. Some of the cars are hellish quick and one chap has £40,000 tied up in two Midgets while another works at Lola and as you would expect, his car is a little gem, definitely the best prepared and one of the quickest Spridgets in the country. 99% of the front runners have scores of races under their belts, to compete, I need my bum in the seat more often. The top cars are reputed to have 120 bhp at the wheels, makes my 90 brake pathetic. My car, although it looked clean and tidy when I bought it, was an unmitigated disaster, I would have been better off building my own, especially after a fellow competitor told me that my car had suffered an 8 feet high aerial roll at Mallory. That explained why the car was 3/4 inch narrower on the n/s than the o/s. Another minus point was that development had stopped on my car 5 years ago and developments have moved on considerably since then. I am as sick as a Blackpool donkey that there are so many things wrong with the car, but it makes me wonder what I might have been able to achieve with a half decent car. My starts that I thought were so poor, were not really down to me, its just that the bloody thing lacks power. (End of my Nigel Wimpsey whinging).

I cannot end without thanking all those people who have contributed to my success, modest as it may have been. A mate of mine, Ted Boyce (a Classic Motor Cycle racer) helps out on the engineering side while Brian and Keith have been a tower of strength at meetings. Their practical help spanning along with their encouragement has been invaluable. Special credit must be given to Brian for he has always been in the thick of it when things have been going wrong, thanks a lot lads. Pat, team manager, sponsor, timer, pit crew, chief cook and bottle washer has always given me support when things are at their lowest ebb. I've taken advantage many times of her marriage vow when she said 'all her worldly goods she would me endow'.

Am I 'doooomed - doooomed' to have this flaming novices cross forever? You stupid boy!! At 56 I should be playing dominoes, ah well, I always fancied myself as Peter Pan!!

I have enjoyed the lack of politics and being 'unknown'.

Will I be out in 1996? I don't know!! Hope so.

Why didn't I do it years ago?

IT WAS FUN, FUN, FUN!

## NEW FOR 1996

Many competitors have made good use of the close season and are busy refettling or preparing their new mounts for the forthcoming season.

John Green of TVR fame has purchased the John Smith - Charlie Saunders E Type Jaguar and is presently seeking a trailer suitable for his new mount. Haydn will have to look to his laurels this year if he is to retain his 'permanent' ownership of the two Jaguar trophies.

Peter Herbert's man Russ Cockburn is busy shoe-horning a BDA into the hole left by his previous pushrod engine and re-vamping the transmission as well as fitting wider wheels.

Although we have no indication as to which class he is entering, Colin Stewart's new Elan could put the cat among the pigeons in either the Modified Production Cars or Marque Sports Cars. Either way he could be a man to watch this year.

The jungle drums suggest that Peter Varley, our treasurer, has purchased Alan Newton's previous mount.

Past Harewood Hillclimb Champion Richard Hargreaves has sold his Sierra Cosworth and is threatening a return with a new car.

Class A Metro driver Mike Haigh, the winner of the John Bindloss Trophy, is stepping up in the power stakes and will be seen on the circuits behind the wheel of a Ferrari, no less.

Super-quick Formula Ford driver John Bennett is busy preparing an Escort for rallying but hopefully, as in the past, maybe he will be able to secure the odd rent-a-drive at Harewood.

Harewood Hillclimb Champion Tony Mekwinski's visits to Harewood may not be as frequent as in the past as he has very exciting, but secret plans in hand for this season.

Brian Kenyon

## CAPACITY CHANGES

Classes E, F & G have had the capacity splits changed for the RAC and Leaders Championship.

This will also apply at all Harewood events and the new capacities are as follows:-

Class E	up to 1400cc
Class F	1400 to 2000cc
Class G	over 2000cc

*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*

## MARSHALLING MATTERS OBSERVERS BRIEFING

A meeting has been arranged to discuss all the changes to the running of events due to the re-siting of Race Control at Harewood.

It is important that as many Observers as possible attend the Observers Briefing on

**Monday 19th February 1996**

**Old Leos**

**King Lane**

**Alwoodley, Leeds**

**starting at 7.30pm.**

**Buffet provided.**

Any queries regarding this meeting ring Tim Bendelow on 01937 584130.



*Our dedicated band of marshals will be honing their skills at the Marshals Training Day on 17th March.*

## EDITORIAL POLICY

It is, and always will be, my policy to encourage as many people as possible to provide articles for the 'Times' regarding their motor sporting experiences.

This magazine predominantly features circuit racing and while the majority of our members concentrate their motor sporting interest in sprinting and hillclimbing, I feel it is extremely important that all our Centre member's exploits are reported.

There may be some who consider that racing does not feature very highly on the Yorkshire Centre's priorities but they would do well to remember that since the opening of Croft, many of our officials and marshals now officiate at BARC Headquarter events at the recently re-opened Croft circuit, so maybe in the future the Centre could be running its own racing events at this circuit.

As Editor of the 'Times' my first priority will be the promotion of the Centre and Harewood and all the competitors who compete there, so to help me in this

quest, I urge everyone to send me articles during the 1996 season.

Your next magazine will concentrate on the events held at Harewood, the Practice Day, Easter and possibly the two May events. So as you can see, the emphasis in your next magazine will be back on hillclimbing.

Remember, if your exploits are not mentioned in the 'Times', it's because it is impossible to be aware of everything that goes on. I am always seeking ways of improving the coverage for our members, so please give me and the 'Times' your support and write **NOW!**

Pat Kenyon

## ANNUAL DINNER DANCE

Held as usual at the Hilton National, Garforth, this time under the stewardship of Georgina and Simon Clark. The dinner was a great success and a great evening was had by all. It is always difficult to run anything for the first time but Georgina and Simon coped admirably despite the slight distraction of Georgina having a baby in late September which cannot have made the organisation of the event an easy task.

There was, as usual, a good spread of drivers, marshals and officials present, many of whom received their awards for their endeavours throughout the year.

It never ceases to amaze me that more club members don't attend this extremely enjoyable social gathering, as anyone in hillclimbing will know, our sport has a fair amount of hanging about in the paddock which gives the opportunity to shoot the breeze with your mates and fellow enthusiasts. The Dinner also provides the same opportunity for convivial chatter and the chance to get to know more of the people involved in the club. The only difference is that you are able to drink and you've swapped your racing suit for evening wear.

So next year, why not splash out and join the happy throng at the Centre Dinner, you are sure to enjoy yourself, so don't be a dismal Jimmy, put it on your social calendar now!

## 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
HON COMP SEC	Chris Seaman 0114 258 5695 (Business)
COMMITTEE	Tim C Bendelow Nigel Drayton
	David Naylor Don Burt
	David Dalrymple Graham Wride
	Mark Richards