



YORKSHIRE CENTRE TIMES



BARC

Issue No 63

APRIL - JUNE 1996

CHAIRMAN'S LETTER

Dear Member

We have just held the two May meetings and apart from the weather we had two very good days. As at Easter the new level paddock proved popular and affords every competitor more space.

May was the first meeting where we ran control from the barns and we didn't have the familiar shape of the bus. This did allow us to run more efficiently and in more comfort which improves the lot of all concerned and reduces setting up and taking down time. In addition the fourth timing clock is proving beneficial to all but the timekeepers who are finding the setup rather stressful, a feeling I have sympathy with having watched them at work.

Our next meeting is June and it is looking like a good entry. Let's hope the quality we offer continues to improve and that our marshals and competitors, organisers, spectators and sponsors continue to get pleasure and value from the days.

I look forward to seeing you then or during the season.

Kind regards
Simon Clark
Chairman

HAREWOOD HILLCLIMB DATES FOR 1996

9th June	Jim Thomson Trophy
6th/7th July	RAC British Hillclimb Championship
4th August	Montague Burton Trophy
22nd Sept	Championship Finals

**BARC CROFT 1996
RACING DATE
29th/30 June**

EDITORIAL

Without wishing to be accused of parroting Simon's Chairman's Letter, I must say that Harewood, this season, is benefiting from all the new innovations in and around the paddock.

Many of the old complaints have now been swept away, the enlargement of the paddock is a great improvement, the long queues and delays have been addressed as the scrutineers now visit your car in the paddock. Add to this the new clocks and the superb new Paddock Office Portacabins, all increase the air of professionalism and optimism that pervades the paddock these days. The hillclimb course has not been forgotten, the hollows created by cars cutting corners have now been filled in, also many other on-going small items which are intended to increase the safety of Harewood and also your enjoyment as competitors, officials, marshals are in hand.

Will drivers with motorhomes please park them in the back field as per map on page 12. Work will be undertaken prior to the RAC round in July to create a more permanent hard standing area for these vehicles.

I am always pleased to receive many letters from our members for this is one of the ways that we can improve the Centre and Harewood, so if you think of any improvements that can be made, either write to the Committee or the 'Times' but do not expect overnight expensive improvements to be made as cash is always tight.

I thank the contributors to this magazine for their efforts on the Centre's behalf, and hope that many more of you send in articles, they are always welcome. Remember the pages of the 'Times' are open for private sales ads, so if you have any unwanted cars, parts etc, please send your ads in now.

See you in June
Pat

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

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SPRING NATIONAL

Sunday 7th April 1996

Paul Nutter

Welcome to the new season folks which began with the Spring meeting at Stockton Farm. On a 'cool' day the best time of day and the Andrews Brothers Trophy was taken by Alan Newton who was debuting his recently acquired Pilbeam at Harewood and started off well with a victory with the only sub minute climb of the day. Alex Graham was rewarded with a 2nd FTD at the wheel of his Mk20 Mallock which was a well deserved award after a long trip from Lanark whilst Dave Kitching took an excellent 3rd FTD in his Jedi ZZR which meant that the three quickest combinations of the day all came from 3 different classes which made a nice change.

The meeting was a round of various championships and so a few more classes than is usual were catered for and this combined with less than perfect track conditions led to some interesting battles in the classes.

Beginning with the Touring Cars classes 1 and 2 were merged and with the reigning Harewood Champion busy going round and round it was a battle between the two title favourites for this year for the class win. Bobby Fryers' Clio came out on top with a time of 67.85 after Dennis Crompton experienced teething troubles with his new fangled fuel injected BMW but a time of 68.12 made it a close run thing. Nick Casey in the Mini was the quickest of the Class 1 runners and took third in class.

The brace of Renault Alpines were merged with the middle Marque Sports Cars and here the A110 of Nick Wadham took a comfortable win in 69.37 seconds from the MGB of Claude Spencer.

A good turnout of TVR's competing in the Midland Speed Championship boosted the Class 6 regulars and the winner here was Don Williams who surprised everyone (including himself) to hurl the Gilbern up the hill in just 64.16 seconds which is his best time ever. Richard Jackson helped himself to an easy 2nd place at the wheel of his Porsche with Chris Metcalfe talking 3rd place and TVR honours with a time of 70.54 in his Griffith. Dick Stephenson's V8S was next up on 72.10 pushing the Chimaera of David Eccleston into fifth.

The Formula Ford contest was, as expected, a tussle between Ken and David Bailey in the shared Reynard and it was Ken's experience that shone through (he'll have to get a patch sewn onto his overalls) to enable him to take the honours with a 63.79 best, too good for David's 64.21 run. David Sturdy and Trevor Cooper continued their close battles of last year with

Trevor coming out on top to take third but only by 0.14 seconds.

Once again we welcome the visiting MG cars and in the Standard Class the somewhat more powerful RV8 of John Dignan cantered to the win from Terry Pigott's somewhat older MGB. 3rd place however was taken by the more unusual MG ie the Maestro of Rob McPherson.

Into Class 8A, the Road Going Modified MG's and here John Dignan took another class win, an achievement rarely achieved in the sport, although this time the competition was a little closer. John's MGB crossed the line in 72.31 to pip John Whittakers MGB GT into second place, which was unlucky for JW as he led the class with his sole timed run of 72.96 until JD's final assault. Another MGB, this time wheeled up by Julian Hepburn, took third in class.

The Modified MG Class was a close call with Christopher Pawlin's Midget holding off Kevin Carruthers likewise vehicle to take the class with a 69.81 2nd run beating Kevin's 69.95 final try.

The first of the Triple C classes was for 1400cc to 2000cc Standard Cars and here the Lotus Elan of Andrew Barrett took an expected win from Phil Hall's similar S4 version.

One of the most entertaining contests of the day was between the turbo terrors of Ken Murray. Steve Muir and Peter Jackson. The Cosworth of Steve Muir had a fight on his hands in the form of Ken Murray's Lotus Carlton which must have cost him a mint. This didn't bother Ken though as he threw the supercar up the hill in brilliant style to take a well deserved class win in 70.52 pushing the previously unchallenged Steve into the runners up spot. Peter Jackson's Porsche was third snapping at the heels of the leading two all day.

In the up to 1400cc Road Going Class Steve Ashby's Metro took a win from the Mini of Paul Smart with Jill Ashby grabbing third in the class winning Metro.

There was also a good scrap between the Clio of Martin Domleo and the two MR2's of David Miller and Alex Smith in the up to 2 litre Road Going class. David took the win in 74.78 from Martin's best of 75.34 with Alex having to settle for third in class.

In the over 2 litre class a fine win was taken by a young newcomer to Harewood namely Richard Hargreaves in his new Subaru (it rhymes, that bit). Richard's new 4wd mount was driven in the same fashion as his old Cossie and a 69.75 climb was enough to hold off Mike Haigh in his new toy, a Ferrari 328

GTB, which is rather different to last year's mount. Mike's best climb of 71.77 put him ahead of the third place TVR of John Chatley with Stephen English's Scimitar fourth.

Winner of the Kit Car class with a whiter than white performance was Caterham 7 pilot Tom Whiter whose 67.91 run kept him ahead of Jon Crayston's Westfield. In third place, but only just, came Jon Palmer in his Westfield who crossed the line in 68.71, only seconds after Russ Mason had just beaten Mr Palmer's first run time of 68.73, with a climb of 68.72 to hold third temporarily (I hope you can all follow that!). Mark Hurst followed next in his Caterham holding onto fifth place.

The first of the RAC classes saw Harry Simpson's rapid Davrian take the win in a time of 63.90 with a fired up Peter Herbert snatching second with the last run of the day after a nightmare of a day with his Westfield's engine missing badly which was only solved (almost anyway) by fitting parts from yours truly's rust bubble. Apparently the engine only started missing over 9000rpm (lucky him). In third place came Tim Wilson in the K series powered Caterham, whilst nearly a second and a half adrift came the first saloon, namely the Mini of Tony Higgins. Peter Fieldhouse in another Davrian took fifth in class.

Class B was merged with the two over 1700cc Kit Cars and here David Spaul's Westfield carried on from where he left off last year and took victory with a 65.01 final climb. Taking second with a 65.02 run was Peter Hamilton's Caterham (if only he'd have followed my advice to remove the lights as well as the passenger harness, who knows what the 12oz weight difference would have made to the results). In third was Paul Nutter in his Escort who discovered that cars handle differently with new shockers fitted. Fourth in class and first Kit Car was Trevor Willis with Brian Hamilton following up in fifth. Bravest man in this class must be Howard Redhouse who hillclimbed a VW Beetle.

The sole Class 3 Touring Car was placed with the Class C runners and once again Martin Baker took the honours with a 67.04 run holding off the E Type of John Green who had to settle for 2nd spot. The Porsche 911 of Nicholas Wear wore hid tyres with pride to take third.

Classes E and F were merged and Alex Graham took the class in a time of 60.39 whilst Bob Prest's smaller engined Mallock grabbed the runner up berth with a 63.02 run. Harewood stalwart Joe Ward was third in his latest creation.

Neil Smith's GpB Sunbeam Lotus joined Don Burt's YKC Raider and the very nice Moggy Minor of Martin Baker and it was the latter who took the spoils with a brilliant 2nd run of 67.95.

Classes I and H were amalgamated and a very tight battle was had between Dave Kitching's Jedi and Craven Moses' Maclan. It was Dave who took the prize with two runs of 61.59 with Craven's last effort of 61.60 just not enough. Michael Dobson put in three consistent runs in the Maclan to take third with the 500cc Jedi of Nicholas Beere grabbing 4th place.

With only 3 other racing cars entered in the three remaining classes and John Kirby non-starting, Colin Wheeler found himself outpaced in the Delta by Alan Newton's new mount but still scored well in the FTD Championship.

That concludes this year's opener and thanks must go to all helpers, marshals and officials as the event ran very smoothly and was enjoyed by all involved. Bye for now.

RESULTS

Class	Name	Car	Time
1+2	Bobby Fryers	Clio Williams	67.85
5+15	Nick Wadham	Alpine A110	69.37
6	Don Williams	Gilbern	64.16
7	Ken Bailey	Reynard	63.79
8	John Dignan	MG RV8	72.22
8A	John Dignan	MGB	72.31
8B	Christopher Pawlin	MG Midget	69.81
22	Andrew Barratt	Lotus Elan	72.29
23	Ken Murray	Lotus Carlton	70.52
24	Steve Ashby	MG Metro	76.96
25	David Miller	Toyota MR2	74.78
26	Richard Hargreaves	Subaru Impreza	69.75
27	Tom Whiter	Caterham	67.91
A	Harry Simpson	Davrian	63.90
28+B	David Spaul	Westfield	65.01
3+C	Martin Baker	Chevette	67.04
E+F	Alex Graham	Mallock	60.39
14+D+G	Martin Baker	Minor 1000	67.95
H+I	Dave Kitching	Jedi	61.59
J+K+L	Alan Newton	Pilbeam	59.22
FTD	Alan Newton	Pilbeam	59.22

HAREWOOD CHAMPIONSHIP POSITIONS AFTER ROUND 1

1	Ken Bailey	16.49
2	David Bailey	16.07
3	Bobby Fryers	15.62

FTD SERIES

1	Alan Newton	10 points
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LETTERS TO THE EDITOR

Dear Pat

Could I please ask you, through the next issue of the 'Times', to pass on my sincere thanks to all the marshals and officials who worked so hard to make the Spring National Meeting at Harewood happen. Given the full entry list, the timetable was always going to be a stretching target and the cold, grey and damp weather early in the day did nothing to get things off to a good start.

I had hoped that we would finish practice well within the timescale and get a flying start to the competition proper; when we ended up a good 20 minutes down at that stage and little or none of it clawed back at the end of the first timed runs, it was evident that one time-consuming incident or only a few more minor 'offs' were going to put the third runs in jeopardy. In deference to the 6 o'clock curfew (and the limit to the length of time it is reasonable to expect all the observers and marshals to stay on duty). Can I therefore also say "thank you" to the competitors for their response to my request after the first runs for them to keep things running quickly and stay on the black bits; your second and third climbs were generally as well executed and relatively incident free as any I can remember; also to the Clerk of the Weather, who apparently decided around that time to treat us a little more kindly!

Also, a special word of thanks to those few (they know who they are), who came to help set the course up on Saturday. These are the unsung heroes without whom the events simply would not happen; it's usually more or less the same few faces at every meeting and so much more could be achieved in terms of keeping up with all the minor bits of improvement, maintenance and tidying up if a few more volunteers appeared to swell the ranks now and again. I appreciate that it wouldn't be really practical for many BARC or HMA members who live a fair distance away to make an extra trip every time but for all those officials and competitors who are reasonably near or who come to stay for the weekend, if they could see their way to giving up a couple of hours or so to join a Friday evening or Saturday afternoon working party just once during the season, it would make a world of difference to what we could get achieved. Most of the time there are hardly enough pairs of hands to struggle through the bare essentials of getting the safety equipment out.

So, there we are, then. We must look forward, although I must admit to a twinge of nostalgia as I drove the bus back down to the barn last night, for the last time and into honourable retirement if all goes according to plan. By the May meetings we should have the new race control room finished in the barn and the new suite of

offices in the paddock operational for running it and signing-on, and for the scrutineering, results and medical teams. As a result of this there should be a lot less to get out, move and/or put away at each meeting (although still plenty for working parties to do!), still more space in the paddock for competitors and a more stable and peaceful environment for the organising teams. There are bound to be some unforeseen teething problems but, given chance and a bit of goodwill on the part of all concerned, I feel sure we can all have a more streamlined operation than ever before.

Yours sincerely
Richard Hooper
Clerk of the Course
8.4.96

Dear Editor

May I take a few lines of your valuable space to say thank you to all who took part in the Harewood Practice/Training Day on 17th March 1996.

As Clerk of the Course for the first time I was very grateful to the RAC and Club Stewards for their help and advice, the team in the Control Bus for encouragement and backup, scrutineers, timekeepers, rescue unit and recovery crews, all of whom had their share of incidents. Last but by no means least the marshals who, despite having a pretty foul day weatherwise, performed their duties with their usual blend of good humour, skill and dedication. Gladys Knight and the Pips might help me through the night 'but the marshals all helped me through the day'.

Many thanks to you all and apologies if I have missed anyone out, and guess what? in some sort of masochist way, I enjoyed it!!!

Yours faithfully
Paul Pocklington
Clerk of the Course

Dear Pat

As a newcomer to Harewood, I thought it was about time to put pen to paper to say thank you to organisers and competitors alike, for the genuine friendly atmosphere I have received.

Having previously competed on road and stage rallies in Mk2 Escorts, it was nice to be made to feel welcome when first coming to Harewood to try something completely new.

Driving a very standard Skoda Favorit, I am only taking part to have fun and gain experience. My next event will be my fifth outing, I have improved the car's suspension and it's getting quicker, but for now at least enjoyment will be my priority.

Thanks again
Colin Ellenden

Dear Pat

I feel compelled to write to the 'Times' to thank all those who helped me at the 'Spring National' meeting at Harewood on 7th April. To say that I had a 'character building' day would not do the occasion justice.

Having barely come to terms with the fact that my eagerly awaited Cosworth BDH was unready, and that the old pushrod would once again have to be pressed into service, the engine's reluctance to start, and then to run cleanly, was totally overwhelming. Lying last in class after my first competitive run, and missing the second, suggested all was lost; and when asked by Yorkshire Television why I went hillclimbing I must admit to have been lost for words for some time.

But then the excellent Paul Nutter loaned and helped fit his Escort's entire ignition system to my Westfield. Clerks of the Course Richard Hooper and Chris Seaman allowed me to take a very late run, and despite the car still being a little off song a second in class was salvaged.

Such camaraderie is what hillclimbing is all about, and had Yorkshire TV asked me again why I do it, I could have devoted a whole programme to the subject.

So once again, thank you everyone, and my apologies to the guys at Orchard, they know why!
Regards

Peter Herbert

Dear Pat

Joe Ward was kind enough to write to me after the recent Practice Day setting out some very constructive questions and observations.

I felt, following a telephone call to Joe that it might help competitors if I explained a little of the background to Harewood and why the track is used through the winter.

It is important to say that the snowfall remained on the track until the Thursday prior to practice day and that extensive brushing and washing had taken place following the winter grazing of the site, however a number of factors combined to give us a messy day. They are as follows:-

- 1 The land below Harewood is not owned by us but when Arnold sold Harewood Hill Ltd the rights of access to these lower fields remained over the Hillclimb road. This means that farmers, fishermen etc can drive up and down the course at will in any manner of vehicle hence the mud can be fairly impregnated by the time we start to clean it.

- 2 Harewood Hill gains revenue from winter grazing rights over the land and sheep appear to prefer tarmac to grass when answering nature's call.
- 3 Power washing, whilst effective, is quite harmful to the road surface and can cause break-out of the tarmac.
- 4 The decision to remain at the top with the paddock meant the improvements to the top paddock started later than had been hoped and as a consequence the grass has not fully re-established itself through the gravel. It had been hoped that the old paddock would be satisfactory for the practice day entries but the rain after the snow put paid to this plan and so the new paddock area was used but proved too soft to be of real value at this stage. This will improve by the day.
- 5 The principal reason for not cancelling was the Marshal's Training Day which we feel is of more benefit when using a 'live' meeting for the quality of training which ultimately benefits the drivers. We were also hopeful that with a dry day the course would benefit from the tyre action which in itself acts as an excellent cleaner and preparer for the main meetings.

In response to Joe, who is kind enough to say he recognises the effort that has gone into the hill in recent years, I will place the issue of Practice Day before the committee and see if a method of improving the value, bearing in mind the weather risks at that time of year, cannot be found.

In conclusion may I thank all those who attended the day for their good nature and hard work in what were very dismal conditions.

We look forward to drier times.

Kind regards
Simon N Clark
Chairman

LOG BOOK REQUIREMENTS

Geoff Harrison

Reference the RAC Log Book requirements commencing 1.1.97 for sprint and hillclimb cars, also championship competitors who are registered for 1996.

The Scrutineers at Harewood are prepared to issue Log Books or just give information on them at any Harewood meeting.

This may save panic later in the year.

HAREWOOD FREEZES PARTS OTHERS CANNOT REACH OPEN, NOVICE & NEWCOMERS MEETING

Saturday 11th May 1996

Brian Kenyon

The 77 competitors entered in the Open, Novice, Newcomers event looked lost in the acres of space afforded by the new paddock layout, although the paddock is a great improvement, it still requires a little more gravel to make it more firm underfoot - under wheel - undertyre - whatever. One improvement required at Harewood is a loop road in the 'old' grass paddock by Quarry. With the committee's enthusiasm to improve the lot of the competitors, it may be done when funds permit.

Conditions were, to say the least, somewhat grim with a cold biting wind, accompanied by a damp and greasy track. Difficult for a novice to face or any other competitor for that matter.

It was the sort of day that had polar bears putting on extra overcoats and sent Damart shares through the roof. The dampness and bitter wind cut through to the bone, no matter how many layers you were wearing - this along with a heavy downpour at lunch, made conditions less than ideal all day.

With such a small entry amalgamations were the rule rather than the exception, this threw up some interesting combinations.

Class 1 was merged with Class 2 and power held sway as Philip Riley's Renault 5 GT Turbo pipped Vincent Dobson's Golf GTi by just over half a second.

Class 4 appears to be dead and buried, where are all those quick Midgets I wonder? Next on the track were the merged Marque cars from 5 and 6, and after much shuffling of cars and classes, winner Jim Palmer (originally entered in a Sylva Phoenix in Class F) had swapped to a Porsche, while in second, Alan Price's Triumph TR7V8 (amalgamated due to lack of entries in the TR Register class), Jim's victory was by a slim 0.24 of a second over the burbling Triumph.

Jeremy Paterson in his Sparton FF81 swept away his novice status and at the same time carried off The Mike Wilson Trophy for FTD by a Novice Driver, much to the delight of his friends and helpers who had 'deceitfully' kept the information from him until the award presentation which made Jerry's surprise and delight all the greater, his Formula Ford proving too quick for Michael Lancashire's Class J Argo. The third placed historic Brabham of Bob Birrell was within 0.05 of snatching 2nd.

It's, simple, Simon was the quickest of the Ferrari drivers and denied Jon a 'Good-win' while both of them kept Geoff in the 'Dark'. Centre Chairman Simon Clark

(328GTS) just has to win the Ferrari class when it's on home ground. This he did with over a second from Jon Goodwin (Mondial T) who was 0.66 ahead of Geoff Dark (308GTB) with Richard Allen in a similar 308, 4th.

Although not exactly bursting with entries classes A and B were reasonably well supported, familiar faces carried away the pots in both classes, Tim Wilson's K series Caterham outpaced Matthew Pinder, (who was debuting his, new to him, MG Metro) by a large margin and secured Best Improvement on Bogey Time and with it the Castrol Trophy. David Spaul in his Class B 1700cc Westfield found the going more difficult as Kenneth Barker closed to within one and a half seconds in his Peugeot 205. The uncertain road conditions negating the power advantage of the Locaterfields over the heavier saloon.

Class 3 was merged with C and Class 3 novice Sierra Cosworth driver Jonathan Mounsey carried off the pot on his first ever hillclimb. Stephen Gash was second in his BMW, the commentator insisted that he was driving a Sunbeam Talbot Lotus.

D, G & L were merged, but could only manage a brace of cars. Ian Cowling claimed the win in his James Clubmans from Don Burt's YKC Raider.

It was in the merged Classes E & F that FTD was set. Geoff Guille making his long journey from Guernsey with the Mallock worthwhile, his 68.74 was the quickest of the under 70 second runners. The only other driver to break 70 seconds was Johnathan Varley in his father's Class K 2 litre March/Pilbeam (69.46), Colin Wheeler was 2nd in class with a best time of 70.00 seconds.

Class I was won by an on-form Craven Moses in the Maclan Mk1 who had half a second advantage over second placed Dave Kitching's Jedi, thereby reversing their placings at the last event.

Drivers, marshals and officials hastened home to warm their frozen parts by their firesides and pray that the Sunday event would bring better weather. Their prayers, unfortunately, were dashed.

I leave you in the hands of well known writer, wit, raconteur, rich woman's play thing, Peter Herbert, for the Sunday report.

PS He also drives a competition car!

RESULTS

POS	NAME	CAR	TIME
1+2	Philip Riley	Renault 5 Turbo	83.38
5+6	Jim Palmer	Porsche	78.84
10	Simon Clark	Ferrari	75.91
A	Tim Wilson	Caterham	72.88
B	David Spaul	Westfield	77.68
3+C	Jonathan Mounsey	Sierra Cos	79.85
D+G+L	Ian Cowling	James	79.22
E+F	Geoff Guille	Mallock	68.74
I	Craven Moses	Maclan	71.45
7+J	Jerry Paterson	Sparton	75.66
K	Johnathen Varley	March/Pilbeam	69.46
FTD	Geoff Guille	Mallock	68.74
Novice FTD	Jerry Paterson	Sparton	75.66
Best Improvement over Bogey	Tim Wilson	Caterham	6.85

CLASS OF 93 BRIAN KENYON

Staring aimlessly out of the window, my attention was aroused when the instructor tapped the blackboard with his stick, I was back at school - Racing School - Everyman's ARDS course at Mallory. after our classroom instruction, which included a rather pointless video, it was supposed to give you an insight on questions you were to be posed at the end of the course, but it featured too many 'Havoc' style racing crashes. Not the sort of thing for an MSA instructional video.

Split up into groups of three we were driven round with an instructor at the wheel of a Golf GTi, his aim was to show us the correct lines, braking points etc. I had begged to be allowed to sit in the front because of my motion sickness. Fortunately they acceded to my request other wise those in the front would have been anointed with my breakfast!

Out on the circuit, behind the wheel at last, three laps were allowed for you to settle in before a further eight during which time you were to be assessed. Now, Mallory is quite a quick course, except for Shaws. My aversion to slow corners was evident as my somewhat wild approach to this corner displayed, but after a while, I calmed down and maintained the correct braking point and line. Towards the end of my session, I was becoming somewhat bored, so I left my braking later and attacked the Esses with more vigour, the tyres protesting as I did.

My instructor (ex-MG Race Champion Peter Felix) was somewhat taken aback and he stiffened perceptibly as I let the car roll into the corner quicker and although I maintained the correct line, the rotten sod got the last laugh. as he marked my score down slightly for the Esses. Our group achieved extremely high scores on the track and Peter was very complimentary on my fast corner technique and wrote in my report that I should do well in circuit racing!!!

Having done our bit on the track it was time for the written element, a multiple choice system. I would have achieved a 100% result except for one question - see if you can give me the correct answer.

If you break down on the course, what should you do?

- Pull to the side of the track and move it safely away into the infield.
- Raise your hand/arm aloft.
- Weave all over the place so that everyone knows you have a problem

Now this is where the trouble started - I told the examiner I would have to put down two, whereupon I was told I would fail the question if I did. so I picked (b) and failed, I was told I should have answered 'you move off the track and safely into the infield'. By this time I was in full flight and fired my bombshell when I suggested to the instructor that if my clutch or drive line failed on the start line, I would be unable to move anywhere and surely the startline is part of the track!

They were intransigent and I did not win the day, although I was 100% correct in wishing to put down both (a) and (b) - it shows that the MSA don't understand their own rules and regulations on what actually happens on the track. As the marks were being totted up I was lightheartedly tapping the female adjudicator over the head with my exam paper in frustration, hopefully I made my point.

Successful candidates could either go out for further laps in the Golf GTi / Formula Ford test cars, but I chose neither, and asked if Pat could be taken round in a Pro-Sport 3000, driven by the Chief Instructor.

Overall I found it interesting, if not very demanding experience, but there again, I have been competing on and off for 29 years - but the course must be invaluable to someone new to our sport.

ALAN NEWTON WINS AGAIN OPEN CHAMPIONSHIP MEETING

Sunday 12th May 1996

Peter Herbert

At the wheel of his ex-David Grace British Hillclimb Championship winning Pilbeam MP58, Slaidburn's Alan Newton scored his second Stockton Farm FTD of the season during the May 12th Open Championship Meeting. Mixed weather conditions prevented the hill's lower reaches from ever fully drying out and this was instrumental in the Harewood Championship lead staying with the Formula Fords.

As usual, whenever it rains, there was not a bus in sight. The club double decker had been replaced by an anonymous Portacabin, whilst even George Tatham's positively medieval single decker had been supplanted by a shiny flat bed truck. The passing of such hillclimb icons is mourned by all traditionalists.

But on with the show. First to lay rubber were merged class 1 and 2 Touring Cars and it was the immaculate Clio Williams of Bobby Fryers that got the power down best. A 0.68s win over Dennis Crompton's BMW 2002 Touring elevated the Skipton Renault dealer to second in the hillclimb championship, while Brett Meredith's smaller engined Fiesta was a plucky class third, a further 3 seconds adrift.

Bill Oddy Look-alike contest finalist Brian Woffenden enjoyed a comfortable 3.46s victory in the first of the two Marque Sports classes. The well campaigned Elan was chased by the Peacocks in a similar Lotus, Nicholas getting the better of Brian. The sharp end of the larger capacity division was like a Yorkshire reservoir, as there was absolutely nothing in it. Just 0.04s separated winner Richard Jackson's state of the art Porsche 911 and Don Williams' well sorted Gilbern Invader.

Ken Bailey began the meeting in the Harewood Championship lead and ended it there too with a fine 65.87s climb in the family Reynard. Son David was 1.29s slower, just 0.1s ahead of third place Formula Fordster David Sturdy's Van Diemen.

Stuart Kellett's 4/4 set the pace among the smaller engined Morgans, 1.05s up on George Bleasdale's similar car. Of the heavier metal it was the rumbling +8 of Robert Walpole that held sway, a hefty 3.52s clear of Paul Berry's version.

Paul Matty Classic Lotus series contenders now tackled the course, and Brummie Lotus 61 pilote John Crook emerged quickest. Matty himself in a beautiful 23B was 1.7s down, with David Rose's Type 69 and Simon Lea's Lotus Sunbeam filling the following places.

The good natured cheering of all concerned during prize giving suggests this to be a most enjoyable and popular championship.

Robert Sterling's forceful ascents aboard his diminutive Ulster rewarded him with victory in the Pre-War Austin Seven class, and were evocative of Bert Hadley in his hey-day (and if Hadley's name means nothing to you, it's time to purchase a copy of '750 Racer' by Herbert and Harvey). Stephen Wilkinson's Ulster was Sterling's closest challenger 1.64s behind and it was good to see regular scrutineer Geoff Harrison joining the great paddock unwashed to finish a stately fourth in yet another Ulster.

In the first of the Modified Production classes Tim Wilson drove sublimely in his Caterham to take a second hill win in two days. Nearest rival Peter Herbert took a trip into the cheap seats at Chippy's in practice then proceeded to get the corner wrong on every subsequent climb. Only the kind loan of a coil by David Bailey enabled the Westfield to close to within 0.03s of the Huddersfield ace. Ben Butterfield's pristine Cooper S was quickest in the wet but the Mini ground to a halt on its final dry run to allow Richard Wheat's Westfield through into third place.

Peter Hamilton headed the middleweight Mod Prod runners, the Caterham almost 2 seconds faster than David Kilcoyne's similar machine. David Spaul flew the Westfield flag a slender 0.21s further behind.

A fascinating confrontation between old and new took place in the combined large capacity Touring and Mod Prod class. While the track remained wet the awesome traction of Richard Hargreaves' Subaru Impreza Turbo was tops, the deep growl reminiscent of Carlos Sainz on full song. But on a drying course the mighty Jaguar E Type of Haydn Spedding got into its stride to pip the former Harewood Champion by just 0.39s. A gallant third was Ken Murray's Carlton Lotus, the ex-road rally champion hurling the big Vauxhall around in fine style.

Guernseyman Geoff Guille had the smaller of the Sports Libre divisions well under control, his rapid Mallock 2.12s up on hill stalwart Bob Prest's later version of Arthur's work. The two runners in the larger engined class were merged with the lone large capacity racing car class entrant and to nobody's surprise Alan Newton's Pilbeam won the day, a 58.81s FTD being a whopping 14.5s quicker than Don Burt's wacky YKC. George Tatham's glorious McLaren sports racer brought

up the rear and it was good to see another former Harewood Champion John Garnett helping out in the Newton pit, John having driven the MP58 to second place behind Chris Hill in the previous day's British Sprint Championship qualifier at Ingleston.

Of the 1100cc Racing Cars, with which 500's were merged, it was Mark Lawrence's OMS that topped the class, with Allan Staniforth enjoying a guest drive in the car also. The OMS stable filled the next two places as well, with David Bancroft beating constructor Steve Owen by a paltry 0.16s.

The remaining Racing class was swelled by homegoing Barbon entrants who had contested the previous day's British Hillclimb Championship round and it was the ever improving Justin Fletcher who set the early pace in the Pilbeam MP62 shared with father Nick. But when the car failed to take its final run, Peter Griffiths nipped through to claim the class and second FTD in his Chevron B47. Michael Lancashire led the pursuers, the Jersey based Argo trailing by more than 4 seconds.

And so ended another damp day at Harewood. Will the weather improve in June, will Ken Bailey hold onto his championship lead, will those trackside burgers have any lasting effects, will Fred Elliot have his evil way with Rita Sullivan, did Neil Avedon really murder the girl in the Goldilocks case? Stay tuned.

RESULTS

Class	Driver	Car	Time
1+2	Bobby Fryers	Clio Williams	69.05
5	Brian Woffenden	Lotus Elan	75.41
6	Richard Jackson	Porsche	70.18
7	Ken Bailey	Reynard	65.87
9A	Stuart Kellett	Morgan 4/4	75.77
9B	Robert Walpole	Morgan +8	69.47
18	Dennis Jarvis	Lotus Cortina	78.60
	(on handicap)		
19	Robert Sterling	Austin Ulster	79.54
A	Tim Wilson	Caterham	66.10
B	Peter Hamilton	Caterham	65.13
3+C	Haydn Spedding	Jaguar E Type	69.03
E+F	Geoff Guille	Mallock	62.26
G+L	Alan Newton	Pilbeam	58.81
H+I	Mark Lawrence	OMS	61.69
J+K	Peter Griffiths	Chevron	59.80
FTD	Alan Newton	Pilbeam	58.81



Nigel Drayton, with his new single seater, indulging in a little private practice in the Harewood paddock earlier this year.

Photo: Richard Hardcastle

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Caterham Super 7

Built 1985 and with hillclimb log book. Well under 400kg. Injcted 1975cc X flow with aluminium head and DTA Management. traction control. Quaife CR aly gearbox. twin plate automatic and manual clutch. 4.9 and 5.3 aly cased LSD's, ADS drive shafts, spare suspension links, wets, slicks.

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BARC ANNUAL DINNER DANCE & AWARDS PRESENTATION

Once again the Annual Dinner will be held at the Hilton National Hotel, Nr Garforth.

This year it will be held on

Saturday

30th November 1996.

Make a date in your diary now - no excuses about going on holiday!!

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 Mike Shorley

BARC HAREWOOD HILLCLIMB CHAMPIONSHIP POSITIONS AFTER MAY

			April	May	Total
1	Ken	Bailey	16.49	14.41	30.90
2	Bobby	Fryers	15.62	14.42	30.04
3	David	Bailey	16.07	13.12	29.19
4	Bob	Prest	15.25	13.89	29.14
5	Dennis	Crompton	15.35	13.74	29.09
6	Peter	Herbert	14.74	13.60	28.34
7	Tim	Wilson	13.77	13.63	27.40
8	David	Sturdy	14.17	13.02	27.19
9	Dave	Kitching	13.80	12.11	25.91
10	Joe	Ward	12.12	12.05	24.17
11	Peter	Hamilton	12.08	11.97	24.05
12	Richard	Jackson	13.36	10.63	23.99
13	Alan	Newton	11.50	11.91	23.41
14	Jeremy	Paterson	12.04	10.16	22.20
15	David	Spaul	12.09	9.77	21.86
16	Mike	Mullins	12.32	8.90	21.22
17	Ben	Butterfield	10.84	7.75	18.59
18	Andrew	Greaves	8.69	9.65	18.34
19	Colin	Wheeler	10.06	8.06	18.12
20	Norman	Kitching	9.76	7.99	17.75
21	Nick	Casey	13.30	0.00	13.30
22	Allan	Staniforth	5.34	7.17	12.51
23	Peter	Hawkey	12.50	0.00	12.50
24	Pete	Griffiths	0.00	12.48	12.48
25	Tony	Metcalf	0.00	11.64	11.64
26	Les	Procter	4.28	6.92	11.20
27	Nick	Beaumont	6.11	4.99	11.10
28	Brent	Meredith	0.00	11.01	11.01
29	Martin	Baker	10.87	0.00	10.87
30	Richard	Hargreaves	0.00	9.99	9.99
31	Kenneth	Barker	5.41	4.03	9.44
32	Haydn	Spedding	0.00	8.88	8.88
33	Mathew	Pinder	1.68	6.84	8.52
34	Ken	Murray	0.00	8.50	8.50
35	Richard	Wheat	0.00	7.98	7.98
36	Vince	Dobson	0.00	7.95	7.95
37	Mike	Smith	0.77	6.86	7.63
38	Colin	Stewart	0.00	6.98	6.98
39	Nicholas	Wear	6.95	0.00	6.95
40	Michael	Tetley	0.00	6.20	6.20
41	David	Rawnsley	0.00	5.56	5.56
42	Leslie	English	0.00	5.49	5.49
43	Trevor	Longstaffe	0.00	4.04	4.04
44	Malcolm	Pinder	0.00	3.74	3.74
45	Steven	Gash	3.30	0.00	3.30
46	Stephen	English	0.00	2.16	2.16
47	Richard	Brand	0.00	1.84	1.84
48	Michael	North	0.00	0.73	0.73
49	David	Coulthard	0.00	0.00	0.00
	Nick	Dilley	0.00	0.00	0.00
	Henry	Fargus	0.00	0.00	0.00
	Daniel	Howland	0.00	0.00	0.00
	Michael	Seward	0.00	0.00	0.00
	Tim	Thomson	0.00	0.00	0.00

FTD SERIES

1	Alan	Newton	10	10	20
2	Dave	Kitching	9	8	17
3	Colin	Wheeler	8	7	15
4	Bob	Prest	7	6	13
5	Peter	Griffiths	0	9	9



Ken Bailey has been 2nd in the Championship more times than he would care to remember. Will the Championship title be his at last this year? Photo: F Hall

CHAMPIONSHIP LEADERS MIXED BAG

The Formula Ford's dominance is not quite so evident in this year's championship for the top ten positions are held by the following cars:-

- 1 Class 7 Formula Ford Reynard
- 2 Class 2 Clio Williams
- 3 Class 3 Formula Ford Reynard
- 4 Class F Mallock
- 5 Class 2 BMW
- 6 Class A Westfield
- 7 Class A Caterham
- 8 Class 7 Van Diemen
- 9 Class I Jedi
- 10 Class F Ward WD9V

APOLOGIES TO ALL....

The Class 2 Bogey Time has been wrongly listed in the programme due to an error in the Regulations Booklet and should read 83.47.

FTD LEADER'S CARS

- 1 Class L Pilbeam MP 58
- 2 Class I Jedi ZZR
- 3 Class K Delta T832

BARC (Yorkshire Centre)

ANNUAL COMPETITIONS 1996

POS	NAME	SUB	COR	TOTAL
1	David Spaul	18		18
2	Richard Hooper	17		17
3	Graham Wride	16		16
	David Dalrymple	16		16
	Tim Bendelow	16		16
	Pat Kenyon	16		16
7	Tim Wilson	14		14
8	Don Burt	13		13
9	Brian Kenyon	12		12
	Bobby Fryers	12		12
11	Richard Hargreaves	11		11
	Don Williams	11		11
13	Peter Herbert	10		10
	Chris Seaman	10		10
15	Simon Clark	9		9
	Richard Hardcastle	9		9
17	Mike Haigh	8		8
18	Peter Varley	7		7
	Dave Kitching	7		7
20	Nick Beaumont	6		6
	Catherine Hardcastle	6		6
	Leon Johnson	6		6
	Ben Butterfield	6		6
	Martin Baker	6		6
	Johnathan Varley	6		6
26	Brent Meredith	5		5
27	Paul Nutter	4		4
28	Mike Smith (Class K)	3		3
	Peter Hawkey	3		3
	David Naylor	3		3
	Mike Smith (Class B)	3		3
	Colin Ellenden	3		3
33	Carol Wride	0		0

Any queries regarding the marking, please contact Tim Bendelow on 01937 584130. A full list, including scores for each event, will be published in the next 'Times'

ALSO KNOWS AS.....

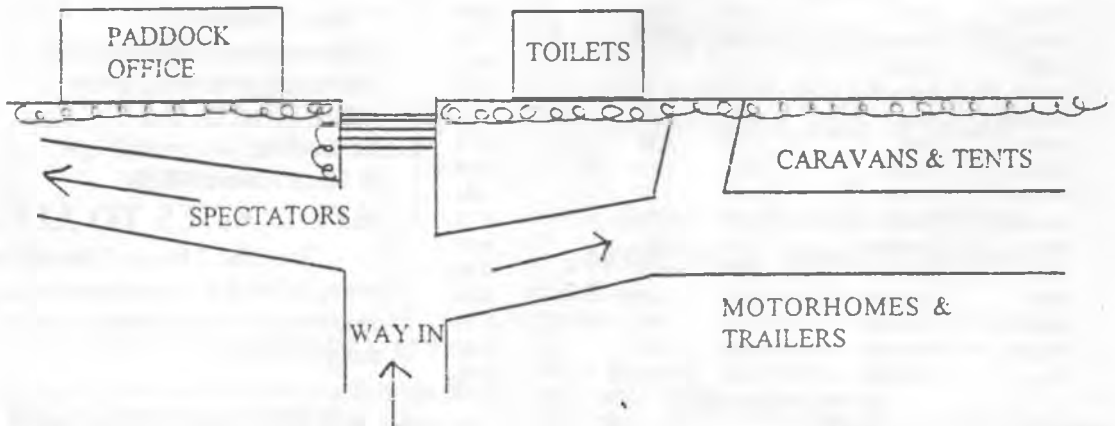
Our former Chief Medical Officer, Tim de Dombal, who died suddenly at the beginning of the year, as Professor of Clinical Information Science at Leeds University, was the acknowledged world authority on computer diagnosis.

Through this post he had much correspondence from all over the world where he was also known as.....

- Mr De Bombae
- Mr F T de Dombal
- Dr Bombal
- Mr De Deomble
- Mr T M DE Domball
- De Dombam
- F De Esq Dombal FRCS
- Dr T de Doombal
- V De Bumbal
- Mr T De Dumble
- Dombat F
- Professor F T de Thumbal
- Dr F T de Fombal
- F T de Donibal
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- Mr E T de Dumbalo
- Dr Ftango De Dombal
- B De Bombal
- Mr Tim Didumble
- Mr F T De Domball

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NEW MOTORHOME PARKING AREA PLAN



It will be appreciated if all drivers with motor homes would use this new area at the June 9th meeting. Although the hard standing will not be completed in time for this meeting, it will hopefully be completed in time for the RAC round. Thank you for your co-operation.