



YORKSHIRE CENTRE TIMES



BARC

Issue No 70

APRIL/MAY 1998

CHAIRMAN'S LETTER

Dear Member

Since I last wrote the competitive season has commenced with a successful practice and training day and an entertaining Easter meeting, where sunshine was frequently interrupted by snow and hail. Entries for both days were up on last year which is encouraging, but please get your entry in early to avoid disappointment through the year.

We have launched and run the first Harewood Driving School Day and over 20 people participated and enjoyed an excellent day. Interestingly a good numbers of participants were experienced Hillclimbers and they found the course to be very valuable. For details of May, June & July dates ring Pat Kenyon.

A new addition to the skyline is the new mobile control, which replaced the portacabins thanks to Nigel Drayton for securing it for us.

Please remember to put the date for the Dinner Dance in your diary as with Championship entries being up and entry levels up we want to have a really good night.

As I write this May meeting is but 2 days away and I have the pleasure of competing on Saturday and being Clerk of the course on Sunday. Lets hope it's a good one.

I look forward to seeing you in the paddock.

SIMON N CLARK

MARSHALS WANTED

Marshals are still required for the remaining Harewood Speed Hillclimbs. If you haven't yet volunteered, or as a driver you fancy a change of scene on the other side of the barrier, then please let me know.

Ask Don Burt or Rob Buchan

Tim Bendelow (Chief Marshal)

EDITORIAL

Well, the season's started at the new look Harewood. We now have a new impressive office to work in and for the benefit of competitors, the new paddock road has been improved.

Don't delay in sending in your entries for such is the popularity of Harewood these days we could be victims of our own success and no one wishes to see you unable to obtain an entry at any of our meetings. Centre members can have no excuse for a late entry as they always receive their Regulations Booklet before anyone else, so don't delay, send it off today.

The new Road Modified classes are proving extremely successful, a complete contrast from those we used last year, but the largest growth area appears to be Class 4 which is now attaining entry levels similar to the Formula Ford class a few years ago. Already this year class 4 has received an entry of 26.

Your magazine is somewhat later than I anticipated as I have had to concentrate on Practice Day, Easter, the two events in May and the Driving School. These have taken up a great deal of my time.

The success of the Driving School owes a lot to the hard work that Don Burt and Simon Clark have put in over the past months and now that we are applying for AHASS recognition, the work load will not decrease. The School will introduce a lot of new people to the Centre and the sport and this can only be beneficial in the long term.

The reports on the May and June meetings will appear in the next edition of the 'Times'. Please send in articles to save Brian having to write so much!!

Pat

Articles for the next edition of the 'Times' to the Editor by June 20th 1998 please.

Mrs Pat Kenyon

'Hillside', West Lane, Holdworth, Loxley
Sheffield, S6 6SN

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HAREWOOD HILLCLIMB - SUNDAY 12 APRIL 1998

Tim Wilson

If we thought we had caught the Harewood weather gods napping in March, when the practice day was blessed with unseasonal sunshine, they certainly got their revenge on Easter Sunday. Competitors queuing to sign on outside the impressive new Paddock Office stood shivering in the biting wind with temperatures only just topping freezing.

The changeable weather played a major part in the struggle for class and overall placings. David Bancroft, returning to his local hill after a season break, was the first to climb under 60 seconds. His lead was short lived as Peter Griffith's Chevron, rebuilt after last year's Lydden shunt, posted a low 59. Jamie Hylton then snatched the lead by half a second in the 1600 Malan, clearly not fazed by being merged with the larger engined cars. Alan Newton's challenge was short lived, a broken driveshaft on his first visit to the tyre warming area preventing him posting a time. Snow clouds rolled down the valley in the afternoon prohibiting most from beating their first run times, but Griffiths attacked the damp track to better Hylton's time by just over a second for FTD.

Almost 150 entries were attracted to the season opener, the entry swelled by CCC Speed Championship competitors, as well as an upsurge in interest in the Yorkshire Auto Trader Harewood Hillclimb Championship, with over 60 entrants contesting the first round. Half the entry was competing in classes 1 to 5 for road cars, the overwhelming support justifying the Club's decision to revise the class regulations.

In Class 1 for 1400cc Road Modified Saloons and Sportscars, the Cooper S of Midland Speed Champion Dave West was never challenged for the top slot, but the lower places were closely contested, Geoff Goodwin taking over 2 seconds off his first run time to snatch 2nd place in the ex-Chris Seaman Midget.

A Cooper S inevitably took the honours in the next class as Ilkley's Phil Short went one better than last year to win the Mini Cooper Register class in his S. Bobby Fryers joined the road tyred cars in Class 2, his potent Clio Williams well inside the target time and over 3 seconds clear of Dave Marshall's less developed Peugeot 205. Another Harewood regular made his mark

on the new classes, Jonathon Mounsey's "you can't race your house" Cosworth taking a comfortable Unlimited class win ahead of Cossie convert Matthew Riley and the Lancia Integrale of Nick Furmidge. A host of high powered German cars dominated the lower places, regular CCC class winner Andrew Barrett throwing the BMW M5 Estate around ahead of Malcolm Pinder's 911, now resplendent in its new yellow livery.

A massive entry of 26 kit cars in Class 4 was sure to provide stiff competition. Practice leader Tim Wilson failed to maintain the initiative when it mattered as John Palmer's Westfield-Talbot took the lead in his Millers Oils Caterham. Jon Crayston trailed by a few tenths in the Vegantune engined Westfield and despite visiting the Quarry gravel on his second run, held onto third place ahead of Tony Brumfield's Sylva-Zetec, the Grimsby driver adapting well to the smaller engine. Heavy flurries of snow spoiled conditions as the kit cars queued for their second runs, preventing all but the A drivers from improving their times. In the unlimited class Malcolm Dungworth put the 4WD of his Cossie powered Dax Rush to good use in the tricky conditions, winning by almost a second from Peter Kukainis's Westfield.

The revised classes 6 to 8 attracted many regulars from the RAC ModProd classes. Free from kit car interference Matthew Pinder headed the 1400 class, the rapid Metro driver matching the 66.83 class target on his first run whilst Carl Austin's radical but fragile Mini had to wait until the second runs to demote Robin Woodward's more conventional Mini to third.

Class 7 for 2 litre ModProds was dominated by Colin Stewart's Elan, now sporting pale blue paint work, finishing over 2 seconds clear of Vini Dobson's Golf GTi and the always entertaining Cortina of Phil Concannon. Harewood regulars Dennis Crompton and Paul Nutter were conspicuous by their absence from the top places, Crompton's standard M3 not matching the pace of his normal mount whilst Nutter's Escort again ended its day prematurely. The regular Class C competitors moved en bloc to the new Class 8 for unlimited ModProds, but Haydn Spedding continued his class winning ways ahead of John Green, Martin Baker's pristine Chevette HS, a worthy winner of last year's Scrutineers Award, a few tenths down on the sparring E types.

A total of 15 Formula Fords promised a return to the limelight for Class 9, swollen by several new drivers including former record holder John Bennett and Caterham converts Martin Vesty and Mark Hurst. In the poor conditions David Sturdy was pushed to within 2 seconds of the class record, 0.38 seconds clear of Bennett with Mick Moore and Jeff Norton close behind.

A depleted Class A was dominated by the shared Caterham K-Series of father and son, Tony and Tim Williams. Williams Jr took the honours, some 10 seconds shy of Peter Herbert's record. A small but highly competitive entry in Class B produced one of the closest results of the day. Favourite Peter Hamilton had a fraught day, much of it spent repairing the front suspension after the Caterham failed to turn in to a muddy Clarks in the hands of father Brian. Hamilton Jr was unable to match his practice day form as Dave Kilcoyne snatched a deserved win 0.07 seconds clear. The Zetec powered car of David Grindrod completed a Caterham 1-2-3, a mere 0.12 seconds adrift, after his second run challenge ended in the Orchard gravel trap.

Geoff Peters was never pushed in the small Sports Libre class, finishing 3 seconds clear of Les Procter's pretty OMS whilst Jon Waggitt's vivid green Mallock also had a comfortable win ahead of Harewood veteran Bob Prest's similar car.

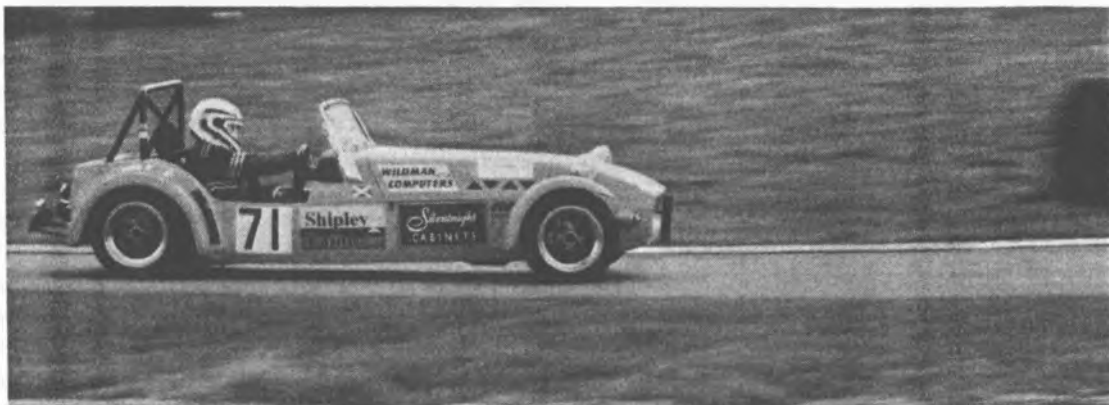
The unlimited Sports Libre cars were merged with the sole open wheeled entry of Alan Newton. The Pilbeam's driveshaft failure handed victory to a surprised Daryl Henson, the Lockerbie family's 2500 cc Volvo powered Tiga taking a class 1 - 2 on its debut.

The remaining race car classes provided closer competition. Class I record holder Mark Lawrence non started to leave Davids Bancroft and Kitching to contest the top spot. Bancroft finished 0.55 seconds clear, taking the class win and third FTD. Classes J and K were merged, but the smaller engined cars were certainly not outpaced by the 2 litre cars. Jamie Hylton came so close to overall honours in the diminutive 1600 Malan, just ahead of Peter Hannam's 1600 Pilbeam, but a determined second run in deteriorating conditions saw Peter Griffiths snatch FTD in the familiar Chevron.

The first round of the Yorkshire Auto Trader championship drew to a premature close as adverse weather and delays to retrieve errant cars prohibited the customary third runs. A 'gripping' start to the series saw no less than 12 joint leaders (!) as each class winner scored maximum points and set the bogey times for the next round.

RESULTS

Class	Name	Car	Time
1	David West	Mini	72.08
16	Phil Short	Cooper S	77.22
2	Bobby Fryers	Clio Williams	69.87
3	Jonathan Mounsey	Sapphire Cos	67.95
4	John Palmer	Westfield	67.51
5	Malcolm Dungworth	Dax Rush	67.26
6	Matthew Pinder	Metro	66.83
7	Colin Stewart	Lotus Elan	66.70
8	Haydn Spedding	Jaguar E Type	66.95
9	David Sturdy	Van Diemen	63.82
A	Tim Williams	Caterham	70.12
B	Dave Kilcoyne	Caterham	62.31
E	Geoff Peters	GPC 96/2 SC	65.61
F	Jon Waggitt	Ward WD9V	60.53
I	David Bancroft	OMS	59.75
J+K	Peter Griffiths	Chevron	57.99
G+L	Daryl Henson	Tiga Sports	71.24
FTD	Peter Griffiths	Chevron	57.99



One of the regular competitors in the highly popular Class 4, Steven Dunn in his Westfield SEi

Photo: Peter Cunningham

PETER HERBERT'S GRAND SPRING SALE

Still available from the very popular Winter Sale are the following items, plus a few additional tasty morsels:

The following Ford crossflow parts:

711 M block bored 83.6mm to 1380cc £70

Set of Hepolite flat top pistons + 60 thou with pins but no rings

(approx deck height 1.5 inches) £30

Big valve chambered head (1 3/8 inch exhaust, 1 5/8 inch inlet)

complete with springs and valves £160

Steel crankshaft with 63mm stroke, 12 bolt fitting 10 thou mains,

20 thou big end underside, wide journal £350

Set of steel rods (4.3 inch centres) £300

Set of forged Cosworth pistons for 1300 £250

Pair of air filters for Weber DCOEs £10

BMW E36 tow bracket £20

Pair Pioneer car stereo door speakers £10

**Tel: Peter Herbert on 0191 386 6111 (office)
0135 377125 (home)**

LETTER TO THE EDITOR

28 March 1998

Dear Pat

Just a few lines to say 'Thank You' to all concerned with the 'Guinea Pig' run at the Harewood Speed Hillclimb Driving School, particularly your good self for all the hard work on the admin side, all the instructors for their knowledge, advice and help cheerfully and willingly given. Also the marshals for giving up their time for what must have been a less than riveting day.

The day got off to a good start with the weather being on our side and it just got better and better.

I did not hear one bad word spoken about the course from anyone and wish the school all the best for the future. A truly excellent day and thoroughly enjoyed by all.

Many thanks

Paul Pocklington

CONGRATULATIONS!

Congratulations to Centre Chairman Simon Clark and his wife Georgina on the birth of their second daughter Inez Ella on 6th March, a sister for Freyre.

H.U.M.P

(Harewood Unofficial Management Panel)
(012334821873)2

1st Annual Mission Statement from Headquarters.

Dearest Members

It is now official - ALL HM people now have the H.U.M.P. Due to our policy of constant improvement and higher efficiency levels we have decided the following rules must try and be implemented, effective at our next meeting -

1. ALL Marshals must wear orange Probands - We have had complaints from people moaning that we look untidy, dressed in all sorts of different colours.

2. ALL Marshals must carry the following equipment:-

A:- Bucket of soapy water and cloth. This is for drivers who leave the course but do not hit anything - we can clean the car up for them before they continue their run.

B. A complete gasket/hose set for the following vehicles:- All Ford from 1962 - 1998. All GM from 1953 - 1998. Every Ferrari ever made. This may sound a little over the top, however if any vehicle does burst a gasket or hose we can repair the car at trackside and thereby reduce wear and tear on our breakdown vehicles. It will also facilitate smoother operation of the paddock area.

C. A small first aid kit containing basic Trachyotemy and De-Fibrillation equipment. In the unlikely and un-hoped for event of a serious accident we save £Millions from the N.H.S./ B.U.P.A. budgets.

D. M.O.D. issue "K" rations for 3/4 days. If any event described in A. B. or C. were to occur we will be on the Hill for a bloody long time!!!

3. All Marshals must be fluent in at least 3 European languages and one Slavic and one Oriental - this will impress our overseas drivers so much and we will be the envy of every Motor sport official on the planet!

4. NO Marshal must ever tell a mucky/smutty/racist/political/religious/sexist/ ageist or otherwise politically incorrect joke ever again - telling jokes of this nature does not present the picture we would wish the outside (and sad, no life, gits) world to see!

5. When moving from one post to another would Marshals please ensure that they have the correct mode of transport for doing so. - Trashing, even small, areas of bog is very UN ecofriendly!!!

6. Would Marshals please refrain from eating Garlic the day before an event.

7. Would observers using radios please refrain from saying "Errrhmmm" when talking to control. MWSX7522 is a large cluster of planets in the BRAVO quadrant of Galaxy No BG7TDD/926192654/RUKG/239/QPOML on the 4th planet from their Sun, named Bijamia. "Errrhmmm" translates as follows:- "You couldn't wipe the skin off a rice pudding let alone wipe out the Terrans!" The implications of one of our observers transmitting this into the ether are too terrible to contemplate.

8. Any Marshal found carrying anything remotely resembling a knife will be reported to the police and locked in a room full of jelly. (Choice of flavours available)

9. All Marshals must carry a steel, longitudinally sharpened edged implement either rigid or hinged in a handle (preferably synthetic) carried in a pouch, sling, bag, or scabbard. This will enable them to whittle when the desire takes them, or to use it when hand to hand combat is the only solution to a difference of opinion about which is the nicer line through Farmhouse.

10. Finally. Would every Marshal please endeavour to bring a complete stranger to our next event, this will help to spread the good word and bring more like minded people to their knees/senses/limits and bring in much needed revenue for our diminished coffers.

Thank you for your anticipated co-operation in the applying of these simple rules. We, as a panel, feel that they will smooth the flow of anything at Harewood in the future.

Yours, with a vengeance.

Yusta. B. Abussthayr

PETER MAKES A GOOD START

Tim Wilson

1997 Yorkshire Auto Trader Champion Peter Herbert started his Leaders Championship campaign at Loton Park on Easter Monday with a maximum points score against stiff opposition, including the radical Peugeot 106 of Mike Cockayne and Andy Russell's Ginetta. In the changing conditions the single seaters were slowed by snow, leaving Peter's class winning time also 2nd FTD after the class runs!

BONFIRES & FIREWORKS IN APRIL?

Ian Bickerstaffe

Well not really but I will only get 2 or possibly 3 chances to ask the question in this form this year.

The people of Barrowford and surrounding communities have a rather over developed concept of 'Guy Fawkes' night! Last year we invited over 10,000 people to our village bonfire and they all turned up! (the guy selling beefburgers nearly soiled his trousers!) We built a bonfire in the shape of a castle and used 5000 pallets in the process. Oh, and we set off nearly 2.5 tons of assorted explosives just to make the night go with a real bang!

This year, we are going to invite 12,000 people to our, now, near legendary bonfire & firework parties! Some silly @%*e!\$* has decided the bonfire will be in the shape of a Spanish Galleon complete with working cannons and I have decided to launch about 3.5 tons of assorted 'whizz bangs' just because the nice, good looking, intelligent, witty & confused people in the committee have come to the conclusion that I know what I am doing when it comes to gunpowder!

So, the question is - if you are not overly busy on Saturday the 7th of November from 3:00pm until you just can't take anymore do, please give me a call and I will offer you the following :-

1. Lots of hard work and a BIG crowd to marshal.
2. The experience of being on the receiving end of a broadside fired from a Spanish Galleon!!!!
3. Free food and beer for the weekend
4. The chance to win a years holiday in the Sea of Tranquility with all expenses paid but not a return ticket (available from N.A.S.A. at a paltry \$75 trillion dollars)

Joking apart - we really do need your help to run the event, if you can help, we in this small village would be very grateful.

Please call (01282) 619733 for more details of this truly bizarre weekend in Barrowford.

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.

DRIVING SCHOOL TRYOUT

Brian Kenyon

It was thought appropriate to test out all our systems, working practices and timetables before we ran our first 'proper' Driving School.

As they give staunch support to Harewood throughout the year, the first people on our list of invited guests were, of course, our stalwart marshals, who as you all know, brave all of the vagaries that our weather can throw at them, and without them there wouldn't be any hillclimbing. The method of selection was by 'lucky dip' so apologies to those who did not, unfortunately, receive an invite. As well as that fine body of men and women, the committee were also able to invite selected guests. The maximum number to be accepted on the courses proper would be thirty, so to stretch us to the limit, we made sure that this mark was attained.

Totally unseasonable weather greeted guests, officials and marshals, so much so that it was possible with comfort, to wear a T-shirt or light clothing, most unusual for Harewood you must admit, and this was March 22nd when the weather can be somewhat torrid.

The set course format was followed and as soon as classroom instruction was over, it was out on the hill to play. It must be said that despite their lack of competition experience, the majority of drivers really let rip. Despite this we had an incident free day. Martin Vesty was adjudged by Chief Instructor David Grace to be Top Pupil of the Day. This caused some ribald comments as Martin is a competitor whereas many of the others had never driven on a hillclimb course in anger. Nonetheless he was a very worthy winner. (Incidentally, Martin was invited to the course as he helped to promote the hillclimb school in the various publications of motor clubs of which he is a member).

When the course was completed, we asked everyone to fill in a Questionnaire which related to the quality of paperwork provided, classroom tuition, on course tuition and various other aspects. It is gratifying to report that we received almost universal acclaim with most students ticking the 'very good' or 'good' boxes on their forms.

Feedback from this first endeavour gave us confidence to move into our first proper course. To those who took part, a sincere thank you as your participation and comments were of great value.

PRACTICE DAY

29th March 1998

Brian Kenyon

I have attended many practice days when the weather was either so inclement or course conditions were so poor that it was impossible to achieve anything of benefit from the exercise, but wonders never cease, although cooler than the 'test' Driving School, track conditions were pretty good.

Ferrari driver Robin Ashley for once was not the leading run taker, although his incredible total of 13 runs on a previous practice day was not achieved by any driver, Mike Shepherd-Smith trying out his 'new' Subaru Impreza Turbo managed a total of 10. Seven others slotted in 9 runs.

Peter Le Gallais justified the long haul from Jersey, his 2 litre Pilbeam MP62 achieved quickest time of the day on the 6th of his 8 runs (57.84). Jon Waggitt, who was out testing the new to him Ward WD9V was the only other driver under 60 seconds - 59.46 was the quickest of his 4 runs.

Along with many of the usual faces were one or two newcomers to the sport who acquitted themselves well and I am sure will enjoy their new found sport to the hilt. Fortunately the day wasn't marred by any serious incidents but no doubt many went away with a long list of things to do before the first event proper at Easter.

BUDGET SHOCKER

Brian Kenyon

This is nothing to do with those funny little tubular things that leak oil and fail and cause your fillings to fall out, but rather a move in the last budget, which has caused me to tear out what little hair I have. Sods Law means that the 1973 Lotus Elan +2 will now miss out on the freeby car tax - the government in their wisdom hid among the small print the fact they were stopping the free car tax as of 31st December 1972. So unless I can prove our Elan was built by the factory prior to 31.12. 72 we will have to continue paying car tax. The dropping of leaded fuel by the year 2000 will only add to difficulties of owning a classic vehicle, though hopefully by the year 2000 the fuel company's chemists will have popped in a few additives to replace the lead.

DRIVING SCHOOL - THE LAUNCH

Brian Kenyon

Thursday 23rd April saw the launch of our first 'proper' Driving School and a very worthwhile and enlightening experience it proved.

The most popular vehicle without any shadow of a doubt, was the Locaterfield types who outnumbered all others by a considerable margin. Among the entry was a smattering of Ferraris as well as the odd Mini, Midget and the smallest car at the school was a 900cc Micra.

The pupils were extremely keen to learn and were receptive to all information imparted to them throughout the day by both Chief Instructor David Grace and their own personal instructors. The sheer fact that they were paying was probably an incentive to get as much out of the course as they possibly could. The first runs prior to lunch were, by and large, undramatic as the students strove to learn their lines and get to grips with the course. The cones were invaluable, as few could believe how late all the apexes should be.

After an extremely enjoyable lunch, where those undernourished types like myself were able to go back for seconds, we were ready for the afternoon's activities. Things started to hot up and Ferrari drivers Robin Ashley and Richard Baker decided to throw their precious cars at the scenery. Robin was chief spinner of the day with a total of two off course excursions but the yellow Dino was none the worse for his exploits. Richard's 308 GT4 suffered a little more as his trip into the gravel at Quarry ripped the tyre from the rim and his 'push-bike' spare had to be called into use, when tyre and rim were united he was soon back in action.

In my own group was a young lady driver, Jenny Woodfield, who was putting her toe in the motor sport pool for the first time and I'm glad to say that she took to it like a duck to water or perhaps I should qualify that and say a duck to mud. During the last accompanied run she left her braking impossibly late and we slid sideways off course, showering me in mud in the process, perhaps she thought I needed this form of beauty treatment! My first thoughts were that this would slow her down but she was undaunted, and we set off at 100+ mph. Although her technical merit score was not as good as it could have been, she scored full marks in my book for spirit - not I

might add that I would at any time condone overdriving at the Hillclimb School - but even so pupils need a certain fire in their belly if they are to do well in hillclimbing.

Dave Banner was also one of my pupils and I am extremely pleased with the progress he has made since completing the course. His times have dipped from the 73's into the 68's and if he can cure the almost terminal understeer that I recall the car had, I am sure he will continue to improve his times further, which after all, is the name of the game.

Although he didn't manage Top Pupil of the Day, Andrew Stokes went on to acquit himself extremely well at the May meetings with a 2nd and 3rd to his credit, he must have put what he learned at the school into practice.

Top Pupil was another of my group, Ferrari driver Robin Ashley, who somehow managed to attain top score from Chief Instructor David Grace. Robin must have picked his corners very carefully to spin on, as his indiscretions never coincided with David's marking position!

ASSOCIATION OF NORTHERN CAR CLUBS POINTS OF INTEREST

Treasurers Report

His recommendation for subscription charges for 1998/99 is to increase them to £20.00. A vote was taken in accordance with ANCC General Rule 5.2. The recommendation was unanimously accepted.

Training

Chrys Worboys spoke about the Marshals Forum held at De Lacy MC's Clubhouse in March. The discussion covered many varying subjects including recruitment of new/younger marshals, keeping marshals once you have them, the length of a marshals day and many other aspects.

There will be a Training Day on 28th June at Harewood Hillclimb - Details are being sent to Club Secretaries.

Further discussion on the subject of Motor Clubs and the recruitment of new members ensued. Topics covered were; club facilities, wealth, ability to serve the membership, karting, internet, promotion/advertising of clubs in the local and regional press, radio stations, libraries etc. Much food for thought.

MAKING IT INTERESTING

Brian Kenyon

We are a catholic club - this is nothing to do with which denomination of church you support - but means, as I'm sure you know already, we are a universal club. Universal in the sense that not only are we interested in and support hillclimbing but our members also compete regularly in races and rallies. Unfortunately reports of their activities have not been received by your editor, so to chivvy a few of those along who compete in both races and rallies, I thought I'd apply a little pressure by printing their names and the non-hillclimb activities they also support. The 'Times' would benefit greatly from reports on their activities. I for one do not subscribe to the view that we are solely a hillclimb centre.

Colin Stewart - he of the very pretty light blue Lotus Elan - has raced a couple of times at Croft. When I last spoke to Colin he promised to write something about his exploits - so there you are Colin, a reminder to pick up your pen immediately. We wait with baited breath!

The Nutter rallies - yes our Paul has tired of attacking the verges on the edges of the hillclimbs and now can do it properly in stage rallying. As you would expect from Paul, some impressive results have been attained and many a full house turbo Escort driver, as well as the odd Subaru Impreza pilot are now wondering why they bother, after being humbled by Paul's ancient under-powered push rod Escort.

Richard Jackson regularly competes in 'Histerical' rallying, and no doubt a large proportion of our members would like to know how he goes on at events, so come on Richard, give us a little information of positions attained and events competed on.

Committee members Nigel Drayton and Graham Wride also rally, a Sierra I believe, but when I last spoke to Graham he said there was very little to report as on two rallies they had only completed one and a half stages in total. (I think I've got my facts right but I'm sure I'll be put right if not). Perhaps Nigel and Graham would benefit if we had articles on preparation in the 'Times'! Now there's a thought!!!!

BARC AND THE WEB

Brian Kenyon

While investigating all avenues of publicising the Hillclimb School and Harewood, I thought it appropriate to contact BARC Headquarters at Thrupton to enquire whether we were on the 'Net'. At the time I contacted Headquarters a site was not up and running but was under investigation and maybe by the time you read this it will be operational, if not it will be in the near future.

So there you are all you 'surfers', there'll be something else to seek out on your computer. When known, the full address of the Web Site will be published in the 'Times'.

BANK JOB

Brian Kenyon

Through the efforts and endeavours of Nigel Drayton, the Centre has now an impressive new Paddock Office. The ex-Yorkshire Bank display unit is mobile and thereby can be removed to the barn after events.

This new unit was essential as we had been refused planning permission for our Portacabins, even though the Club offered to site them behind the hedge in the back field.

The new unit was given its baptism of fire at the Easter event. This was nearly its last, gale force winds threatened to put it in orbit alongside the ailing Mir space station. It was necessary to batten down the hatches as the wind physically lifted the solid and robust roof awning as well as lifting the outside floor platform. It was quite unnerving as the wind threatened to damage our new acquisition. Fortunately the unit survived in tact to fight another day. But it just shows the strength of the wind at Easter.

I'm sure that all of you will be impressed by our latest acquisition and our sincere thanks are due to Nigel for obtaining it for us. It is, and will be, a valuable asset to Harewood.

IMPORTANT NOTICE

TO ALL BARC YORKSHIRE CENTRE COMPETITORS

As you may have realised, Harewood now has a different operating system within the paddock for ALL meetings.

A ONE WAY system now operates from the afternoon/evening prior to the start of practice/competition right through to the end of the meeting; with NO exceptions (apart from emergencies)

This will be rigorously enforced by the Paddock team (Caroline and myself) and we would ask that you co-operate fully with the requests of the Officials of the Meeting. 'No Entry' and 'One Way' signs will be clearly posted around the paddock.

Arrows directing traffic to the left in the New Paddock and across to the right in the Old Paddock making clockwise and anti-clockwise movements possible will also be in place.

With this in mind, it is IMPERATIVE that the tarmac road in the New Paddock is kept CLEAR at ALL TIMES - no-one, but no-one parks on the road at all. If they do, the car will be removed quickly by whatever means necessary!

The numbers are set out in class order with the lowest (ie first in class) nearest the paddock exit so that the first car in a batch is out of its paddock place and the rest of the batch follows.

A paddock plan and running order will be posted on the office wall from the Friday/Saturday evening to help competitors park, and the paddock team will endeavour to arrive early on practice/race day to ensure cars are parked properly in their places.

Remember, only ONE tender vehicle OR trailer is permitted with each competition car. A Paddock Pass is required on that vehicle and other vehicles are to be parked in the trailer park. Again, we ask you to play fair and remove excess vehicles as quickly as possible.

Most people adhere to these simple instructions. Please, don't be the one or two who spoil it for the rest.

**Thanking you in anticipation
Tim Bendelow & Caroline Marston
(Chief and Deputy Chief Paddock Marshals)**



**Auto
Trader**

B.A.R.C. HAREWOOD SPEED HILLCLIMB

Championship 1998



		April	May	Total					
1	Matthew Pinder	18.00	20.00	38.00	46	Peter Furness	11.03	14.09	25.12
2	Haydn Spedding	18.00	20.00	38.00	47	Russell Herring	11.80	12.93	24.73
3	Peter Hamilton	17.93	20.00	37.93	48	Ian Blair	10.68	13.55	24.23
4	Jamie Hylton	18.00	19.91	37.91	49	Mike Geen	11.43	11.90	23.33
5	Peter Griffiths	18.00	19.89	37.89	50	Mark Lawrence	0.00	19.69	19.69
6	Jonathan Mounsey	18.00	19.84	37.84	51	Jim Naylor	8.48	10.54	19.02
7	Jon Waggitt	18.00	19.38	37.38	52	Steve Owen	0.00	18.89	18.89
8	David Sturdy	18.00	19.24	37.24	53	Michael Walton	7.40	11.45	18.85
9	David Bancroft	18.00	19.21	37.21	54	Linden Spencer	0.00	18.51	18.51
10	Colin Stewart	18.00	18.98	36.98	55	Michael North	11.24	7.24	18.48
11	Bobby Fryers	18.00	18.97	36.97	56	Tony Briggs	6.48	11.69	18.17
12	John Bennett	17.62	19.28	36.90	57	David Newton	0.00	18.00	18.00
13	Tim Wilson	17.79	18.99	36.78	57	Peter Green	0.00	18.00	18.00
14	Malcolm Dungworth	18.00	18.61	36.61	57	Alan Newton	0.00	18.00	18.00
15	Geoff Peters	18.00	18.00	36.00	60	Dave Kitching	17.45	0.00	17.45
16	John Green	17.74	18.00	35.74	61	Geoff Goodwin	0.00	17.22	17.22
17	Martin Baker	17.41	18.00	35.41	62	Clare Sullivan	6.68	10.25	16.93
18	Tony Metcalf	16.52	18.52	35.04	63	Chris Bentley	0.00	16.49	16.49
19	Claude Spencer	17.13	17.75	34.88	64	Andy Taylor	0.00	16.36	16.36
20	Matthew Riley	17.03	17.65	34.68	65	David Spaul	15.96	0.00	15.96
21	Mick Moore	17.23	17.29	34.52	66	Nick Furmidge	15.90	0.00	15.90
22	Tony Brumfield	16.58	17.86	34.44	67	Mike Mullins	15.55	0.00	15.55
23	Jeff Norton	17.12	17.27	34.39	68	George Bleasdale	5.18	9.95	15.13
24	Jonathan Rhodes	15.51	18.39	33.90	69	Mark Hurst	14.77	0.00	14.77
25	Vini Dobson	15.82	17.46	33.28	70	John Hoyle	14.62	0.00	14.62
26	Martin Vesty	15.23	17.82	33.05	71	Edwin Langford	0.00	14.31	14.31
27	Les Procter	14.89	18.00	32.89	72	David Coulthard	5.72	8.50	14.22
28	Dennis Crompton	13.84	18.67	32.51	73	Andrew Henson	14.04	0.00	14.04
29	Bob Prest	15.88	16.54	32.42	74	Lynn Owen	0.00	13.46	13.46
30	Daniel Pinder	14.97	16.62	31.59	75	Jenny Woodfield	0.00	13.38	13.38
31	Andrew Stokes	12.54	18.26	30.80	76	John Lambert	13.15	0.00	13.15
32	Steven Dunn	13.86	16.79	30.65	77	Paul Aspden	12.61	0.00	12.61
33	Roy Johnson	14.65	15.58	30.23	78	Colin Smith	10.75	0.00	10.75
34	Philip Concannon	13.61	16.55	30.16	79	Andy Geen	8.40	0.00	8.40
35	Derek Russell	14.30	15.79	30.09	80	Andy Thwaite	0.00	7.43	7.43
36	Malcolm Pinder	13.62	16.29	29.91	81	Alex McFarlane	0.00	5.58	5.58
37	Mike Smith	13.51	16.18	29.69	82	Graeme Simpson	0.00	5.57	5.57
38	Simon Bailey	13.47	15.64	29.11	83	Sue Griffiths	0.00	5.47	5.47
39	David Lanfranchi	14.40	14.34	28.74	84	Louisa Waggitt	5.12	0.00	5.12
40	Colin Wheeler	14.02	14.68	28.70		Richard Brand	0.00	0.00	0.00
41	Dave Banner	11.74	16.54	28.28		Gordon Longthorne	0.00	0.00	0.00
42	Phil Short	13.09	14.00	27.09		Peter Needham	0.00	0.00	0.00
43	Neil Stokes	13.11	13.36	26.47		Paul Nutter	0.00	0.00	0.00
44	Allan Staniforth	11.26	14.69	25.95		Martin Shaw	0.00	0.00	0.00
45	Peter Whittle	11.56	13.97	25.53		Mike Sidgwick	0.00	0.00	0.00
						Fred	0.00	0.00	0.00

Due to a transposition error, the time for Haydn Spedding at the May 10th Meeting was 64.30. This meant that he was below the Target Time and can claim his full 20 points. This puts Haydn in joint 1st place with Matthew Pinder.



B.A.R.C. HAREWOOD SPEED HILLCLIMB



Championship 1998

FTD CHAMPIONSHIP

1	Peter Griffiths	10	9	19
2	Jamie Hylton	9	8	17
3	David Bancroft	8	6	14
4	Alan Newton	0	10	10
5	Jon Waggitt	6	4	9
6	Peter Hamilton	3	5	8
7	Dave Kitching	7	0	7
8	Mark Lawrence	0	7	7
9	Andrew Henson	5	0	5
10	Colin Wheeler	4	1	5
11	Mike Smith	2	2	4
12	Steve Owen	0	4	4
13	Bob Prest	1	0	1

LADIES CHAMPIONSHIP

1	Clare Sullivan	6.68	10.25	16.93
2	Lynne Owen	0.00	13.46	13.46
3	Jenny Woodfield	0.00	13.38	13.38
4	Sue Griffiths	0.00	5.47	5.47
5	Louisa Waggitt	5.12	0.00	5.12

ANNUAL COMPETITIONS

Name	March	April	May 09	May 10	TOTAL
Tim Bendelow	5	4			9
Brian Kenyon	4	4			8
Richard Hooper	4	3			7
Pat Kenyon	3	4			7
Mick Moore	3	4			7
Dave Banner	3	3			6
Kirsty Fleming	3	3			6
Bobby Fryers		6			6
Richard Hardcastle	3	3			6
Roy Johnson	3	3			6
Mike Mullins	3	3			6
Jim Naylor	3	3			6
Michael North	3	3			6
Derek Russell	3	3			6
Colin Stewart		6			6
David Sturdy		6			6
Martin Vesty	3	3			6
Peter Whittle	3	3			6
Ian Blair		3			3
Mark Hurst		3			3
Mike Smith		3			3
David Spaul		3			3
Allan Staniforth		3			3
Georgina Clark					0
Simon Clark					0
Peter Green					0
Linden Spencer					0

ANNUAL DINNER DANCE & AWARD PRESENTATION

This will be held again at the Oulton Hall Hotel, Oulton Nr Leeds on Saturday 21st November 1998

Last year's event was a great success and this year it should be better.

Tickets will be £27.00 each so put the date in your diary NOW

FOR SALE

Avon Hillclimb tyres

2 x 7.55 x 21 x 13 Slicks A39

2 x 8.2 x 20 x 13 Slicks A15

2 x 7.2 x 20 x 13 Wets A15

(wheels available)

2 x 7.5 x 21 x 13 Wets A15

(Wheels available)

Previously on a Caterham but car now competing in road class.

£20 each or offers for the lot

Paul Turner

Home 01623 551254

Mobile 0370 598990

CHILDREN IN NEED

Carol Wride collected £45 in £1 coins for Children in Need at last year's Annual Dinner for polishing the trophies.

Thanks to all who donated.

BARC YORKSHIRE CENTRE COMMITTEE 1998/99

CHAIRMAN

Simon N Clark

HON SEC

John M English

32 Farfield Avenue

Knaresborough

HG5 8HB

VICE CHAIRMAN

J Richard Hardcastle

HON TREASURER

Peter Varley

HON COMP SEC

Chris Seaman

Tel: 0114 258 5695 (B)

COMMITTEE

Richard Hooper

Tim Bendelow

David Naylor

Don Burt

Mike Shorley

David Dalrymple

Tim Wilson

Nigel Drayton

Graham Wride

EVENTS FOR 1998

Jim Thomson Trophy 14th June

Yorkshire Auto Trader, Rover Mower, Polkacrest Southern, MGCC Championships and Daily Telegraph Caterham Scholarship

RAC Championship 4th/5th July

Yorkshire Auto Trader, RAC British Hillclimb, RACMSA Leaders, 500 OA and 930 Porsche Championships

Montagu Burton Trophy 9th August

Yorkshire Auto Trader, CCC Speed, Ferrari OC and NSCC Championships

Short Course

12th Sept

Championship Finals 13th Sept

Yorkshire Auto Trader, 930 Porsche and Autofarm Porsche Championships

PLEASE NOTE:

ALL events are run with either a National B Permit or a dual National A/ National B Permit.

This means that National B licence holders can enter every event.

HELP !!

WANTED URGENTLY

Person or persons to enter the times on the scoreboard for the rest of the meetings this year.

Someone to be responsible for putting out the trophies at the end of a meeting and returning uncollected ones to the Paddock Office.

**If you are willing to help, please contact Pat Kenyon
0114 234 0478**