



# YORKSHIRE CENTRE TIMES



BARC

Issue No 72

JUNE / JULY 1998

## CHAIRMAN'S LETTER

Dear Member

A great deal seems to have happened since my last letter.

We had two very good days in May where I had the pleasure of competing in a very full Ferrari class on the Saturday and acting as Clerk of the Course on the Sunday.

The June meeting I missed unfortunately but the weather was not kind. That said the team ensured that the full complement of runs was still offered for all who wished to take them.

Most recently of course, the Auto Windscreens RAC round took place last weekend and I believe was a great success. We experimented with a new timing system as used by some of the southern hills and this proved a popular choice once the gremlins and damage had been ironed out. The works to the hill drainage and access roads had been done and Harewood looked good. Most importantly the whole team worked superbly together to provide and excellent meeting.

It is always hard to single people out but I would have to mention Tim Bendelow, Pat and Brian Kenyon for an enormous effort setting up and welcoming competitors on the Friday and for all the work over the weekend.

The competitors did their bit, many new records were established, many close battles and an excellent drive by Roger Moran to take the Top 12 and nearly set a new Hill record.

The Harewood Driving School enjoys its 5th and last event for its first year and has proved a great success and we hope it will gain accreditation from AHASS at this event.

Finally, don't forget to put the Dinner Dance in your diary.

See you in August

Simon

## EDITORIAL

Phew! I am still recovering from what has been a bumper Harewood, our biggest and best ever. Our largest entry for all time, also it appears we had a good gate. Although there were a few problems on Saturday, details of which appear elsewhere in the 'Times', the event appeared to go smoothly. The weather knew its place and although it tried at times, it never actually managed to wet the track.

In the past I could have been accused of talking Harewood up, but even the most sceptical of you must realise that we are experiencing a boom. Entries are flooding in for the August meeting and there is every indication that we will be fully subscribed, the message is plain, get your entries in early to avoid disappointment.

*[15.7.98 The August entry is full, I have now started a reserve list].*

The new timing system, if adopted and tailored to our requirements, will prove invaluable to organisers, spectators and competitors with the facility to run split times over various sections of the course. This will mean that many drivers will have to reach for their book of excuses for we all know, it's never the driver that's slow! always the car! or some other outside influence!

The driving schools have gone well and are proving popular so don't forget, Gift Vouchers are available for birthdays and Christmas presents. Some participants of the school have gained many seconds improvement, this makes the £115 price of the course look cheap as how much brass would you have to spend on the car to achieve a similar drop in times?

It was pleasing to see two of the Centres past stalwarts returning to their roots, Tony Hodgetts was a Steward at the July meeting, and Peter Griffin will be filling a similar post at the September events. Welcome back gentlemen.

A final thank you to everyone involved with the July meeting whether you were a competitor, marshal or official. It was a super event and can do nothing but enhance the prestige of the Centre.

Sorry this 'Times' is late but I thought it

**Articles for the next edition of the 'Times' to the Editor by Sept 14th 1998 please.  
Mrs Pat Kenyon, 'Hillside', West Lane,  
Holdworth, Loxley, Sheffield, S6 6SN  
Tel: (0114) 234 0478**

better to wait for the July report before publishing. If anyone feels that they would like to join the happy band of contributors, please don't hold back, make yourself known for variety is the spice of life and although we have received reports from the two Peters, Hamilton and Herbert and Tim Wilson, more scribes are always required. My thanks to the 2 Peters, Tim and Brian for their reports on the last four Harewood meetings. Look forward to seeing you all in August.  
Pat

## **DAD AND HIS LAD**

**Brian Kenyon**

### **Harewood Open Meeting**

**Saturday 9th May 1998**

The Mike Wilson Trophy for FTD went to father Alan Newton while son David carried off the Travelleads Trophy for FTD by a Novice. If this carries on they will have to commission a larger trophy cabinet.

Just as you had to be called Newton to snatch one of the FTD awards, Jackson was the name required to be in amongst the silverware in the combined classes 1 and 3. Richard Jackson's silver Porsche 911 Turbo was a hairs breadth in front of the blood red Ferrari F355C of Brian Jackson. In the battle of the super cars just 0.08 separated them after four runs. Both drivers left it to the last run for their supreme effort.

A gap of just over a second settled the issue in the well supported Ferrari class. Richard Allen, John Swift and Jon Goodwin chased hard but failed to catch the Shopfitting supremo Simon Clark. If you take Simon out of the equation 0.73 separated the second to fourth place men.

Class 12, the Paul Matty Classics Class was headed by the Piper GT of Ian Ritchie just short of a second separated him from the pale blue GSM Delta of Sean McClurg while Ralph Haywood's Mkl Sprite rounded off this flash back from the 60's.

For the first time at Harewood the Austin Healeys had a class of their own and Ian Cameron's Speedwell fronted Mkl just kept its shapely nose in front of the more conventional bodied Mkl Sprite of Barry Wood, while Henry Fargus headed the hairy chested big Healey brigade.

Class 19 was a late introduction to the programme, the 797 Graduate Series being a spin off from the previous year's Caterham Scholarship. A class of 12 cars came to the line

and Cecil Offley, with his second run of 69.29, nosed ahead of David Williams' first run while Nicholas Frost left his best effort until his final run of the day, his 69.91 being the last of the 60 second runners.

The majority of drivers in Class 4, the Road Modified Kit and Replicas up to 1700cc had either attended the Harewood Driving School or were about to do so. Harewood School graduate Andrew Stokes took his first award of the weekend with a secure second behind school instructor Tim Wilson's quick K Series Caterham. Steven Dunn got into the low 69's but was half a second behind the black and silver Caterham of Andrew Stokes.

Classes 6 and 7 were merged and Colin Stewart proved that a good big 'un should always beat a good little 'un when he edged out Matthew Pinder's Metro for the honours.

John Bennett only managed to keep his car on the track on two of his four runs, consistency has not been John's strong point since he returned to the Formula Ford class, his dream of the class record will remain just that unless he gets his brain into gear. Team mate Jeff Norton ably backed up John, just a second behind the Heckmondwike engineer driving their John Wilkinson prepared Van Diemen RF86.

In the 'virtually anything with four wheels class' B, E and G combined, Christian Mineeff's desirable SPA SC001 was a country mile in front of the opposition which was lead by Barry Moignard's Skoda Coupe. Barry had to rely on his third run time as his fourth ended in the Esses with three wheels on his wagon, a top spring mounting had popped out causing the front suspension to collapse, with fortunately little damage. Said item was retrieved from its resting place a few weeks later at the Driving School and was later reunited with its owner. David Newton just pipped brother Peter for third place in their ever improving 1800cc Westfield.

Dave Kitching's progress through Willow is a delight to watch and well worth the trip to the lower regions of the hill to observe but it was all to end in tears when father Norman put the Jedi into the scenery and for them it was an early bath. Fortunately Dave had put the car into the 59's and was able to hold off the late charge of David Bancroft who was a scant 0.17 behind the Yarm farmer.

Class J and K were amalgamated and Peter Griffiths threw down the gauntlet for FTD with a

resounding 57.34 first run but his Class L rival Alan Newton came good on his last run, the Pilbeam driver opened up a gap of over a second over his 2 litre Chevron mounted rival.

## RESULTS

Class	Name	Car	Time
3	Richard Jackson	Porsche	66.52
4	Tim Wilson	Caterham	66.85
6+7	Colin Stewart	Elan	63.54
9	John Bennett	Van Diemen	63.18
10	Simon Clark	Ferrari	67.11
12	Ian Ritchie	Piper GT	67.88
18	Allan Cameron	AH Sprite	71.59
19	Cecil Offley	Caterham	69.29
B+E+G	Christian Mineeff	SPA SC001	56.80
I	Dave Kitching	Jedi	59.30
J+K	Peter Griffiths	Chevron B47	57.34
L	Alan Newton	Pilbeam	56.18
FTD	Alan Newton	Pilbeam	56.18

## MINE'S A PINT, or TWO, or THREE!

### Brian Kenyon

A shock awaiting those who had had an over indulgent evening in Redgate Lodge was the arrival of six identically dressed chaps from the RAC. The aforementioned gentlemen were there to conduct a drink and drugs test at Nottingham Sports Car Club's Donington Sprint. 21 unfortunates were selected at random and were required to give a breath and urine test and despite many a worried frown on the faces of certain drivers, it would appear that all passed with flying colours.

When these gentlemen were asked what the tolerance was - "Zero" was the answer! So please bear this in mind when indulging in pre-event frivolities.

## FOR SALE

4 slicks Michelin NEW (24-66x17" S9A)	£100.00
1 Twin Cam (Lotus) down and under exhaust manifold with silencer box. Suit Caterham or single seater etc, (Separate primaries)	£50.00
1 pair Weber 40 DCOE's	£70.00
1 set Air Filters 40 Webers	£10.00
1 set Twin Cam pistons Powermax +20	£60.00
1 Supertrapp Exhaust Silencer	£30.00
1 12 bolt BDA Flywheel with ring gear V-belt	£40.00
1 pair Mini S Reverse rims. Immaculate in O.E.W.	£40.00
2 'Lola' Sportscar wheels 15" x 13" with spare centres	£300.00

Contact Bob Claxton on 01423 771135

## DRIVING SCHOOL Wednesday 17th June

### Brian Kenyon

One lesson learned is that you don't change the dates of events at short notice. Another is to allow a reasonable gap after the previous Harewood as we pick up interested parties after one of our competitive events.

It was a small but select band that entered our third school of the year, what we lacked in quantity was amply made up by the quality of those attending.

We followed our usual format but because of the lack of entries we were able to offer many extra fun runs to those present on the day.

Picking up the accolade of Top Driver of the Day was Peter Dibble in his bright yellow TVR Griffiths but it was a close run thing. The Porsche of John Middleton-Walker was a scant 1 point behind. John was in my group and I can vouch for the fact that his understeer was almost terminal. John had to virtually put his arms out of joint to cope with the wheel movement required, but this did not stop him pressing on at a great lick of knots. He enjoyed himself so much, John now wants to compete but he must dial out some of the understeer beforehand.

In third place was another Porsche, that of Larry Hirst, his less aggressive and measured approach meant he maintained very clean lines and this reflected in his score.

John Chacksfield was a member of my group but after an impressive first accompanied run, his Caterham developed a misfire and despite frantic efforts, he had to withdraw, so I was more than pleased to see him achieve a highly creditable time in Class 4 at the July meeting which was his first competitive event.

The school is a two way thing, it is extremely gratifying to the instructors when their pupils take on board all the advice proffered and you can see the improvement gained throughout the course of the day.

Peter Whittle had joined the course with the express intention of gaining enough speed to beat his co-driver David Lanfranchi and at the July event achieved his ambition - Now David, if you want to beat Peter the school dates for 1999 will be available shortly!!!

## PETER HERBERT'S BUMPER SUMMER SALE

Sorry, bumpers still out of stock - yes that old joke again, but just look what is on offer. All bids considered, no matter how insulting:

*Distributor, electronic ignition pack and coil for Ford pushrod, BDA etc.* £50

*Pair of used 9 x 20 x 13" Avon A39 slicks still with life in them* £45

*Pair of 7 x 13" Revolution alloy wheels, Ford fitting* £90

### **The following Ford crossflow parts:**

*711 M block bored 83.5mm to 1380cc* £70

*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 undersize, wide journal* £350

*Set of steel rods (4.3 inch centres)* £300

*Set of forged Cosworth pistons for 1300* £250

*BMW E36 tow bracket* £20

*Set of Autosports 1987 - 97, free to good home. New owner collects.*

### **WANTED**

Pair of 8 x 13" and a pair of 10 x 13" Revolution or similar alloy wheels, Ford fitting

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

### **CHANGE OF ADDRESS**

All changes of address should be directed to Headquarters as they supply the labels used for the 'Times'. Failure to observe the above may mean that your 'Times' bounces about in the postal system for some time. All membership records are maintained by Headquarters and not the Centre.

### **NIFTY AT FIFTY**

Dennis Crompton celebrated his 50th birthday at the July Harewood, the BMW driver undercut the class record by nearly 2 seconds but unfortunately previous record holder Colin Stewart improved on Dennis's time by half a second and so spoiled the party.

BK

## LETTER TO THE EDITOR

Dear Editor

As Clerk of Course for the RAC round at Harewood I would like to take this opportunity to thank everyone involved in the organisation for making this event so successful. Running a hillclimb is very much a team effort and I have been fortunate to have such a strong team behind me. It is always difficult to single out any one person in this situation but I feel that I must give particular thanks to Brian Kenyon for acting as 'Event Manager', taking responsibility for the sponsors, the motor home park and for generally answering competitors' questions and smoothing the way for them. I must also thank Simon Clark for acting as my very able and supportive deputy.

The only sour note which was left after the meeting was as a result of the deliberate sabotage to the timing equipment on both the Friday and Saturday nights. On Friday all the equipment was knocked out of alignment and a cable was cut. On Saturday an aerial was wrenched out of a timing modem feeding the results cabin and the light tunnel at the finish was packed with gravel! All this resulted in frustration for the timing team but did not, happily, interfere with the running of the meeting. The organisers have some suspicion as to the identity of the culprits, they will not be welcome at Harewood again.

To everyone who helped me to successfully run the largest hillclimb ever at Harewood - thank you.

J Richard Hardcastle

### **THANKS**

Formula Ford driver David Sturdy is always extremely generous and brings a bottle of wine for the Marshals Draw. At this event his generosity was matched by Bobby Fryers who donated a solid wood chopping/bread board.

Thanks also to Sapphire who donated food for the marshals at the conclusion of the meeting. To all of you gentlemen, thank you for your kind donations, they are much appreciated.

Brian Kenyon

# *Annual Dinner Dance and Award Presentation*

*Culton Hall Hotel*

*Culton Nr Leeds*

*on*

*Saturday 21st November 1998*

*Tickets £27.00 each*

*from Georgina Clark*

*so put the date in your diary NOW*

*Last year's event was an outstanding success, so don't miss  
out this year!*

## **FOR - WARD**

**Brian Kenyon**

Although Joe Ward has retired from active hillclimbing at the moment, the Ward name is still perpetuated in competition with some considerable success. The cars of Jon Waggitt and Bob Dayson's first 64ft times proved that Joe knows a thing or two when it comes to building a car that's quick off the line. Jon's 1.97 quickest overall beating the 600 bhp top twelve contenders, in fact only three or four drivers out of the whole entry got below the magic 2.00 second mark.

Bob Dayson's earlier example of Joe's engineering was also extremely quick on the 64ft times, its 2.07 places it in the top half dozen or so in the crucial launch from the line. Consider if you will that these times were set by Clubmans / Formula Libre cars with 2 litre Vauxhall and 1700 Ford respectively!!!

## **SPLIT TIMES**

**Brian Kenyon**

On your July results you will have noted a split time as well as your first 64 ft times. This time was from the start to Orchard. The new timing system we are evaluating has this facility built in and is a welcome addition for competitors. You can now see whether you are quick on the lower regions of the hill and lose time at the top or vice versa.

An interesting split time and one I am keen to see will be taken from the end of the speed trap on Quarry Straight to the finish line. I am sure that a lot of egos will be dented if these times are made available so I suggest you polish up your Quarry Corner technique. I am available for advice for a small fee!!

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.



## MAY CHAMPIONSHIP MEETING

Tim Wilson

The second round of the Yorkshire Auto Trader Championship attracted overwhelming support and with better conditions than April, the prospects for a championship reshuffle were good. As it happened, we also witnessed one of the closest battles for FTD seen for some time and the resetting of the tough Class B record.

The entry was boosted by a host of sports cars in the one make special championships for Ginetta and Morgans. A total of 15 Ginetta enthusiasts fought for Class 11 honours, many spending as much time on the grass in their struggle. The G6 of Edward Tyack though was never seriously challenged, finishing 2 seconds clear of the G15 of Nick Stephens. Harewood regular Mike Shepherd-Smith took a rest from trying to master the ex Richard Hargreaves Subaru Impreza, his 4.8 litre G33 just losing 3rd place on the final run to Peter Callaghan's G12.

No less than 18 of Malvern's best contested Class 13. Proving that old adage that 'there is no substitute for cubic capacity' the Morgan class was dominated by V8's. Mike Sidgwick scraped through the noise test with the mighty 4.5 litre and went on to reduce the class target to a respectable 64.82, fully 4.77 seconds clear of Phil Burry's 3.5 litre version. Harrogate driver Norman Wheat put in a fine performance to squeeze the diminutive 1498cc 4/4 into 3rd place among the V8's.

In the first of the Road Modified classes Nova driver Daniel Pinder maintained a seemingly unassailable lead for most of the day only to be demoted as Geoff Goodwin found an extra second on his final run to snatch his first class win in the MG Midget.

Renowned rally man Phil Short brought the Cooper home third ahead of Harewood school graduate Clare Sullivan who managed a personal best before the Mini cried enough and needed RAC assistance to get home!

A disappointing Class 2 entry put the 2 litre cars in among the big boys where 4WD and whistling turbos are 'de rigeur'. Richard Jackson

threw down the gauntlet with a stirring first run, a full second clear of regular class leader Jonathan Mounsey. The Settle driver rose to the challenge hurling the Sierra Cosworth up the hill in 66.11 but just failed to match the Porsche driver's opener. The pace of the leading pair left the others trailing, Matthew Riley posting a 68 second run in his Cossie, just 0.06 ahead of the two wheel drive Clio Williams of Bobby Fryers.

The Road Modified Kit Car classes continue to attract a highly competitive array of Caterhams, Westfields and Sylvas, or a seemingly endless stream of kit cars depending on your viewpoint! The new 16v Westfield of Linden Spencer only just failed to take an early lead, three hundredths short of the first run lead and couldn't find any improvement. Stirred into action by the threat of being ridiculed at prize giving, Tim Wilson made sure of the win with a new class target on the final run despite dumping the Millers Oils Caterham in the Quarry gravel after the finish! The similar car of Andrew Stokes continues to set ridiculously quick times, taking third on only his third event ahead of Tony Brumfield's Sylva-Zetec. Steven Dunn and Dave Banner were in close pursuit, taking three seconds off their previous best times following a recent visit to the Harewood school!

Malcolm Dungworth continued his domination of the unlimited kit cars, the Cosworth powered Dax Rush finishing over 8 tenths clear of Jon Butterworth's Caterham, now with 1800 crossflow power. The radical looking Cyclone of Leigh Whiteman trailed a further 2 seconds down, followed by the trail of oil smoke from its rearward Vauxhall engine.

The small modprods were merged with the 2 litre tin tops but it was the 1380 Metro of Matthew Pinder that set the pace, opening the day over 2 seconds clear of Dennis Crompton's familiar 2002. Colin Stewart kept the pretty Elan on the tarmac to snatch 2nd from the BMW ace, but couldn't match his previous day's pace as Pinder disappeared into the distance with a remarkable 63.70.

A small but increasingly competitive unlimited Modprod class was headed again by the well turned out E-Type of Haydn Spedding. The joint championship leader ensured his place at the top with a personal best 64.30, whilst the similar car of John Green was also pressured into his quickest ever climb for 2nd place after equalling Martin Baker's time in the Chevette on the first runs.

Formula Ford returnee John Bennett took his second win of the weekend, but only just as an early mistake allowed David Sturdy into the lead. Both drivers closed within a second of the record. Bennett taking the spoils 0.04 ahead of the Bradford driver. An equally close battle for third went in favour of Tony Metcalf from Jonathan Rhodes.

Class B was the only RAC Modprod class to run but produced one of the highlights of the day. Determined to make up for his first round defeat, Peter Hamilton opened the day by breaking through the magic 60 second barrier, over 1 second clear of the Caterhams of David's Grindrod and Kilcoyne. Grindrod's Zetec, rebuilt after jumping its timing belt in the Orchard gravel trap at Easter, held onto 2nd but couldn't get within sight of the Proban Caterham as Hamilton took 0.21 seconds out of Tom New's class record - no mean feat in a 1600!

The 1400 Sports Libre class justified its continued existence at Harewood with an exciting contest for the lead. Regular class winner Geoff Peters put the GPC firmly in the lead on the first runs but Peter Green shook up the class on his second climb with his first sub 63 second. The Huddersfield driver shaved off a few more tenths on the final run, posting a 62.55 in the pretty Centaur, half a second clear of Peters and the OMS of Les Procter. A depleted 2 litre class was never in any doubt as Jon Waggitt took over a second off his April time, the familiar green paint work now adorning his recently acquired Ward WD9V.

On his first visit to Harewood this season, Mark Lawrence was always the class of the 1100cc racing cars. The OMS driver went one better than the previous day at Barbon, winning the class almost half a second clear of David Bancroft's last minute dash for 2nd with Steve Owen completing an OMS 1-2-3.

The 1600 single seaters were merged once again with a well supported 2 litre class. The class win was never in doubt as Peter Griffiths opened

with a determined 56.10, a controlled drift through Farmhouse catapulting the Chevron through the speed trap at 100 mph. Jamie Hylton chased hard in the 1600 Malan, closing within a second of his more powerful opponent on the final run.

The unlimited single seaters were joined by the Sports Libre cars but Alan Newton's eyes were firmly on the Griffiths Chevron in the battle for overall honours. His class position was never challenged. Robert Romeril's massive March Chevy trailing 5 seconds behind in 2nd place. Newton's second run came so close to Griffiths opener but we had to wait for the last climb of the day to see the Pilbeam snatch FTD by 0.05 seconds.

## RESULTS

Class	Name	Car	Time
1	Geoff Goodwin	MG Midget	72.86
2+3	Richard Jackson	Porsche	65.89
4	Tim Wilson	Caterham	66.52
5	Malcolm Dungworth	Dax Rush	66.65
6+7	Matthew Pinder	Metro	63.70
8	Haydn Spedding	E Type	64.30
9	John Bennett	Van Diemen	62.54
11	Edward Tyack	Ginetta G16	65.16
13	Mike Sidgwick	Morgan +8	64.82
B	Peter Hamilton	Caterham	58.84 R
D+F	Jon Waggitt	Ward WD9V	59.15
E	Peter Green	Centaur	62.55
I	Mark Lawrence	OMS	58.06
J+K	Peter Griffiths	Chevron	56.10
G+L	Alan Newton	Pilbeam	56.05
FTD	Alan Newton	Pilbeam MP58/5	56.05

## SHORT COURSE

### Saturday 12th September 1998

At last year's Short Course event drivers got SIX, yes SIX timed runs. This coupled with a £5 reduction if you enter both the Saturday and Sunday events makes this year's short course event highly attractive.

Make a weekend of it and get in the groove for the Yorkshire Auto Trader BARC Harewood Hillclimb Championship Final on Sunday. It worked for Peter Herbert as he was on record breaking pace on the Sunday.

Have a pop at the Short Course hill records, enjoy the general ambience of a more laid back event and if you are over 50, there is the added attraction of the Geriatrics Trophy, sorry Aged Challenged drivers Trophy, which this year has been donated by the 1997 winner Christopher England.

BK



## JIM THOMSON TROPHY MEETING

Sunday 14th June 1998

Peter Hamilton

In a day typifying the Harewood climate's unique ability to raise and dash the hopes of the foolish many who come expecting better, the weather again pipped Peter Griffiths to FTD. Frustration, Tiptoe and Downpour were the order of the day, testing drivers, marshals and wheel spanners beyond reasonable demand. Did Yorkshire not know this was June ?

Full of expectation, the faithful Harewood congregation gathered, arriving from soaking wet homes and roads to find a corner of Yorkshire, eerily dry. Was today the day that they would stay dry whilst the rest of the country suffered, rather than the other way round ? Practice found a drying track and the innovation of a drain across the warm-up area, preventing the stream-fed tyre coating that used to precede tyre warming. Harewood improves every meeting thanks to the hard work of the club.

By lunchtime, most competitors had had at least one nearly dry run in practice, but most also had rather more slippery experiences. Wets, they say, are like insurance policies, they are bought reluctantly in the hope that they are never needed, but when they are needed, they had better work ! Unlike insurance, however, wets are not renewed annually and so often are not as effective as imagined. Likewise, drivers' rusty skills in the rain, and the organisers and marshals did well to get to the break with the prospect of three afternoon runs. However, if the main topics of conversation at lunch were the vagaries of the weather, there was even more intrigue as to who the new Yorkshire Autotrader BARC Harewood Speed Hillclimb Championship scoring system would throw up as leaders at the end of the day. A dry and quick May meeting had established bogey times that were out of the question, but the brave who got closest could jump up the leaderboard.

The visiting swarm of Caterham Scho arship challengers were finding that bicycle wheels and tyres are fairly insensitive to track

conditions, but that it helps to know where the track goes. As entertaining as ever, new lines and angles were explored with the influences of Vatenen as evident as Villeneuve. Mathew Veitch retained his practice form as the class squeezed in a second drying run, but was squeezed out by Stephen Willis who took a comfortable win in the largest class of the day.

Daniel Pinder was nearly three seconds ahead in the small Road Modified Saloon and Sports Cars class, as was Bobby Fryers in the up to two litre category, both scoring well in the Championship. With the visiting herd of TVR's boosting the unlimited capacity struggle, Malcolm Pinder looked threatening in his "heavily modified Porsche". Now sporting 4WD and a Subaru badge, Malcolm's week old transport could pose a future threat to Cosworth dominance, but Jonathan Mounsey again took the prize, the black beast being further relegated by John Wilson's spectacular MGBGT V8 in second place.

The rain intervened in the under 1700 cc Road Modified Kit class, separating the earlier dry running A drivers from the rest of the class who had a wet second run. This downpour signalled the end of improving conditions, all later classes being subsequently decided on the first run. Chris Bentley took a tight win ahead of Alex Hoyle and Tim Wilson was left hoping that this is the round he will drop at the end of the Championship. In the unlimited class, Malcolm Dungworth's 4WD Dax always looked in control of the tricky conditions and secured a solid win.

Matthew Pinder again took his flying Metro to under 1400 cc Mod-Prod saloon and sports glory, maintaining his practice form into a winning first run which rain prevented him from bettering. Colin Stewart's pretty Elan continues to improve, taking Class 7 and leaving Class B competitors praying that Colin is encouraged enough to leave his in progress 2 litre Caterham at home next season. If ever there were conditions for Martin Baker's Chevette, these were they and Russel



Brooks would have enjoyed the style of his win in the big Mod-Prod class. Haydn Spedding's second place was more significant for its relatively low Championship points score and both he and Mathew Pinder could see their leading positions coming under threat.

In the Formula Ford corner of the paddock, there was as much attention being paid to Martin Vesty and Helen's pending arrival as to Martin's car. Derek Russel was, however, desperately trying to spark his Kent into mechanical life and ended packing up frustratingly early. Mick Moore's practice form was just eclipsed by Jonathan Rhodes, Martin finishing third, only a quarter of a second behind top spot.

The usually well attended Mod-Prod kit classes were depleted by events elsewhere, leaving class B a family affair between the Newtons and Hamiltons. Sharing tactics on tyres, the first run decided in favour of Peter H ahead of David N, and caution took the better part of valour as later wet runs were left to the fish. Thinking was much the same in all the later classes, and with thoughts of July sun preventing unnecessary risks being taken, Geoff Peters and his creation took a dominant Sports Libre win in Class E. Jon Wagitt was a barely believable 10 seconds clear of his nearest challenger, Louisa, in the mid capacity class, scoring valuable points on the way. Mike Sidgwick was left wrestling

alone with his big Pilbeam in Class G.

Jamie Hylton's performances in the 1600 cc BDA powered Malan Racing Car should not surprise anyone anymore, but he pushed Peter Griffiths hard for FTD, taking second FTD and Class J by 12 seconds in the process. Results like these were the cause of all the Championship head scratching, Peter Griffiths taking similar points, FTD and Class K ahead of Mike Smith's Reynard. Summed up, Peter's award speech said it all - We are wet and we are tired, but thanks to all who helped. Now let's all get home and get our calculators out!

## RESULTS

Class	Name	Car	Time
1	Daniel Pinder	Nova Sport	75.40
2	Bobby Fryers	Clio Williams	71.58
3	Jonathan Mounsey	Sapphire Cos	69.73
4	Chris Bentley	Westfield	70.78
5	Malcolm Dungworth	Dax Rush	71.55
6	Matthew Pinder	Metro	71.31
7	Colin Stewart	Lotus Elan	69.87
8	Martin Baker	Chevette	72.69
9	Jonathan Rhodes	Van Diemen	68.20
17	Stephen Willis	Caterham	71.78
A+B	Peter Hamilton	Caterham	64.00
E	Geoff Peters	GPC	66.26
F	Jon Wagitt	Ward WD9V	63.93
G	Mike Sidgwick	Pilbeam	66.61
H+J	Jamie Hylton	Malan	61.50
K	Peter Griffiths	Chevron	60.37
<b>FTD</b>	<b>Peter Griffiths</b>	<b>Chevron B47</b>	<b>60.37</b>



*Tim Wilson was unlucky to get the wet runs and hopes for a dry July meeting.  
Photo: Pat Kenyon*



## RAC BRITISH HILLCLIMB CHAMPIONSHIP Saturday / Sunday 4th / 5th July

### SHOWTIME

Peter Herbert

He did not have to do it. FTD, a class record and ten championship points were already in the bag. But real hillclimbers always need to go faster so, with a sniff of an outright course record, reigning British Hillclimb Champion Roger Moran elected to take his final run-off ascent.

Beneath the expectant gaze of all those who remained in the paddock above, his mighty 4 litre V8 Judd lit up fat rear Avons and rocketed the immaculate blue and yellow Pilbeam off the startline and towards Clark's. However inch perfect, precision fell to hard charging and Andy Priaulx's three year old record was safe, no doubt much to the relief of the spectating Guernseyman.

So welcome to Harewood's biggest event of the year, round nine of the Auto Windscreens RAC British Hillclimb Championship and the RAC MSA Leaders series and round four of the Yorkshire Auto Trader Harewood Hillclimb Championship.

In a brave decision by the organisers, a new timing system was introduced to Stockton Farm for the first time. The poor man's telemetry, split times and trap speeds were a feature and generally things went well despite the efforts of certain scumbags about whom you can read elsewhere.

Proceedings opened in dull but dry conditions with 1400cc Road Modified Saloon and Sports Cars. Daniel, youngest of the Pinder racing dynasty, drove the doors off his Nova in an attempt to hold off Geoffrey Goodwin's Midget, but failed by a 1.29s margin.

The merged 2 litre and unlimited class saw the Mad Video camera equipped Sapphire Cosworth of Jonathan Mounsey comfortably quickest, but hill championship leader Bobby Fryers pushed his Clio Williams to within 2.96s of the turbocharged Ford, and in doing so shaved a hundredth off the 2 litre record. The dapper Skipton billionaire remains at the top of the table. Pa Pinder, Malcolm, introduced his new Subaru Impreza WRX-1 to Harewood's slopes and was

rewarded with third place, a mere 0.08s shy of the Renault. When 1991 Harewood Champion Richard Hargreaves' vivid yellow Mitsubishi Evo V shortly joins the fray, this class will really come alive.

Yet another Pinder, this time Matthew, dominated the 1400cc non-Locaterfield Modified Production class by three wheeling his ex-Peter Baldwin Metro Challenge car to a decisive 10.09s win over David Hennell's Cooper S. The MG is now for sale to make way for a Reynard Vauxhall in which Matthew will be rejoining battle with former Cooper S rival Ben Butterfield, who is in turn fielding a Van Diemen Ford. Remember where you heard it first.

The 2 litre division saw the second record of the day set when Colin Stewart blitzed his previous mark by an amazing 2.35s in the Elan. 1996 hill champion Dennis Crompton was also well inside the old record, but the purposeful BMW 2002 Touring had to give best to the more agile Lotus to the tune of 0.61s. Tim King the northern half of the jovial King-Johnson MGF partnership was third, just 0.39s ahead of Kim.

Alastair Crawford's rumbling 5 litre MGB V8 at last came good, shrugging off a broken driveshaft to set a new unlimited class record. Claude Spencer's 3.5 litre version also ran under Haydn Spedding's old record to trail the winner by 1.42s with the man himself emerging ahead in the monthly E Type duel with John Green to snatch third. Richard Spedding continued to drive with much maturity at the wheel of his father's wonderful old war horse to take a solid fifth in this his first season. The subtle differences between the Jag and his more familiar kart cannot have escaped him.

Harewood Hillclimb School instructor Tim Wilson was forced to ply his full quota of skills in order to fend off seventeen adversaries in the 1700cc Road Modified Kit. Replica and Spaceframe confrontation. After the opening runs

Tim's Caterham was half a second clear of Linden Spencer's Westfield, but on the second, the Fittingley driver knocked almost a second off his earlier time to set a new record. But this stood for roughly a minute before the yellow Caterham slid out of Quarry to regain the class record and sneak a 0.09s win.

The over 1700 class saw Malcolm Dungworth improve upon his own record with the Dax Rush to score a 1.86s win over John Hoyle's Caterham. Neil Simons was a game third in the Stratos lookalike Litton Corse V6, just under a second shy of the Seven.

Leaders Championship front runner Tom New was kept honest in the 2 litre Mod Prod class by the ever improving Newton brothers. The last ounce was squeezed out of the Southampton based Caterham Vauxhall to pip the ex- James Forsyth Westfield BDE by a scant 0.09s in David's hands, with Peter a slim 0.04s slower. Peter Smith's Westfield Vauxhall was fourth with current hill champion Peter Herbert's Westfield BDH best of the 1400's in fifth place, victim of a cruel merger. Expected pace setter and 2 litre class record holder Peter Hamilton had a bad day, spinning the Caterham BDA at Quarry on his first run and missing gears on the second. Ninth place will be something he will wish to forget.

Martin Groves demonstrated why he has been unbeaten this year and leads the Leaders series by setting a new Hillclimb Super Sports record. The well used Mallock was 1.35s quicker than Peter Needham's self built Splinter, while Mark Goodyear took third place from Kevin Tawse on the final run during their battle of the Visions.

The Vision of Roger Thomas led Tim Elmer's Phantom home by just 0.32s in the 2 litre Sports Libre class, while the quick but troublesome Russ Pickering Vision ended the day on the end of a rope, and Alan Warburton's LG98 made heavy contact with the scenery.

Christian Mineeff's sublime looking SPA Judd won the unlimited class by 3/31s from Tom Hughes Vision.

Historic 500s opened the single seater assault on the hill and it was the Cooper Mk8 of Peter Wright that got the nod from John Dent's Mk10 by a margin of 0.59s in an arm waving, body leaning duel. Of the modern 600s Dean Kidsley did the business in the Jedi, now fully recovered from its Shelsley shunt: Jonathan

Reed pushed Dean hard 0.27s away, with Hamish Lindsay completing Jedi dominance a further 1.01s adrift.

Steve Owen's OMS company held sway among the 1100s on its home hill, with Mark Lawrence staving off the Irish attack from Jedi pilote Michael Beattie by 0.76s. David Oldridge's OMS was third a further 3.05s astern.

As ever, the Formula Ford class was closely fought and it was David Sturdy's Van Diemen that emerged on top, 0.31s quicker than Tony Metcalf's version. Jonathan Rhodes shadowed the leaders, 1.02s behind Tony in yet another example of Ralph Firman's handy work.

Young Blackpool charger Jamie Hylton made 1600cc favourite Graeme Wight Junior work hard for his class win, the Malan only fractions of a second slower than the Pilbeam on the first run. However on the second climbs the Scotsman eased out a 1.06s margin. The 1400cc OMS of Nigel Sillence claimed a fine third only 0.83s behind Hylton, with Steve Owen's 1100cc OMS beaten into fourth place by but 0.06s.

Simon Frost earned himself a top ten run off place in his Pilbeam with a 55.77s 2 litre class winning time. Peter Le Gallais' similar MP62 pushed to within 0.36s of the good doctor with Harewood regular Pete Griffiths having to settle for third in the Chevron a mere 0.04s further behind.

In the unlimited division it was the defending British title holder Roger Moran who set the pace, the only driver in the 52s with a new record.

Main 1998 challenger David Grace got the Gould Ralt to within 1.32s of the Pilbeam, whilst it was Tim Mason's much older Pilbeam that snatched third, 0.56s adrift of Young Mr Grace.

And it was to Gracie, the Harewood Hillclimb School's chief instructor, that the crowd looked for a challenge to Roger Moran's electrifying speed. But on his second run-off ascent a muffed gear change coming out of Farmhouse sealed David's fate, and the battle for the British Championship became even closer.

So all in all a good day's sport, further enlivened by several demonstration runs by the Auto Windscreens sponsored Formula 2 Escort RS2000 of Stephanie Simmonite who monstered the kerbs in fine style.

Many thanks to the hard working organisers, officials and marshals who put through a record entry in sometimes trying

circumstances. Six runs for all and eight for some has to be good news, and even the Event Manager was less abusive than normal (just joking).

Now Peter, you didn't think I'd let you get away with a remark like that 'scott free'. While you were away thinking of hurtful things to write about such a sweet sensitive soul as myself and signing autographs and receiving the adoration of the hillclimb groupies, out of your gaze the Porkers were actually doing their thing on the track with two classes split by horse power.

Nick Taylor headed the higher powered entry in his 3.6 litre 911 shading Rod Carman's smaller engined 3 litre 911 RS Replica by just over half a second. Sheffield's own Geraint Evans took the lower powered category by the slim margin of 0.34s from co-driver Anthony Steele. The two Carrera drivers had a 6 second lead over the 924 of David Strange.

## Event Manager

### RESULTS

Class	Name	Car	Time
1	Geoff Goodwin	MG Midget	72.14
2+3	Jonathan Mounsey	Sapphire Cos	65.93
	Bobby Fryers (2nd)	Clio Williams	68.89 R
4	Tim Wilson	Caterham	66.36 R
5	Malcolm Dungworth	Dax Rush	66.09 R
7	Colin Stewart	Lotus Elan	63.37 R
8	Alastair Crawford	MGB	62.40 R
9	David Sturdy	Van Diemen	62.22
A+B	Tom New	Caterham	59.38
D	Martin Groves	Mallock	56.44 R
E+F	Roger Thomas	Vision	57.61
G	Christian Mineeff	SPA	56.24
H1	Peter Wright	Cooper Mk8	70.41
H	Dean Kidsley	Jedi	61.77
I	Mark Lawrence	OMS	57.22
J	Graeme Wight Jnr	Pilbeam	55.77
K	Simon Frost	Pilbeam	55.95
L	Roger Moran	Pilbeam	52.41 R
14A	Nick Taylor	Porsche 911	66.01
14B	Geraint Evans	Porsche 911	66.37

### Top Twelve Run Off

Pos	Name	Car	Points
1	Roger Moran	Pilbeam	10
2	David Grace	Gould Ralt	9
3	Tim Mason	Pilbeam	8
4	Roy Lane	Pilbeam	7
5	Simon Durling	Pilbeam	6
6	Rob Turnbull	Gould	5
7	Bill Bristow	Ralt	4
8	Simon Frost	Pilbeam	3
9	Graeme Wight Jnr	Pilbeam	2
10	Deryk Young	Pilbeam	1
11	Christian Mineeff	SPA	
12	John Moulds	Pilbeam	

## DEDICATION TO DUTY

### Brian Kenyon

As well as running a highly efficient paddock with his very able assistant Caroline Marston, Tim Bendelow also does much which is unseen to the competitor. Prior to the RAC Meeting Tim was on site from 9.00am on Friday until 9.00 in the evening. First of all setting out much of the motor home paddock, as well as marking out the two paddocks. Not only this, Tim insisted on remaining on site and guiding competitors smoothly into their allotted slots throughout the early afternoon and into the evening. So next time you arrive and everything doesn't suit you as a competitor, give a thought to all those who give of their time most freely, for without them there would be no hillclimbing.

Because of the massive entry we received, 180 actually entered but late withdrawals cut this to a total of 170, there is every indication that events in the future will be fully or oversubscribed so it has been necessary to maintain some semblance of discipline as to regards who comes into the paddock. This and spectator control have vastly improved since Graham Burrell and the Venture Scouts have become involved. They have, and will no doubt in the future, do a first class job so if you wish to save yourself hassle, please stick your car pass on your windscreen.

## NOT READY YET

### Brian Kenyon

When Ian Cruickshank's battery went down he enquired as to where he could find a replacement. One of his fellow competitors offered to show him the whereabouts of the nearest motor cycle dealership in Harrogate. It being quicker and easier for all concerned if they both went rather than Ian being directed and possibly getting lost.

When entering Harrogate Ian's passenger tapped him on the arm and asked if he could speed up past this point. When Ian enquired why, he was told " we are passing the crematorium". Who was Ian's passenger? Why, none other than Allan Staniforth!

## THE STEPHANIE SHOW

### Brian Kenyon

As well as supporting the RAC British Hillclimb Championship, Auto Windscreens also sponsor the Simmonite sisters in national rallying.

To give Auto Windscreens more exposure and to enliven proceedings for spectators, it was decided to ask the Simmonites to partake in demonstration runs. Despite her usual championship car not being available due to work on its engine, a Ford development Escort was pressed into service and considering the lack of suitable soft tarmac tyres and the fact that the car was set up for the loose, Stephanie set some highly creditable times.

## INTERNET

After the last 'Times' we had two offers to place information on the Internet. Both of these have been reported to the committee so no doubt information will start to appear on the 'net' regarding events and activities at Harewood. All this is in addition to the site operated by Robin Boucher in conjunction with Sky Sports.

Brian Kenyon

## AHASS

Having completed one trial day plus three other courses, we have now reached the point where we are to be assessed by AHASS, the Association of Hillclimb and Sprint Schools. We are quietly confident we will pass with flying colours, if so, next year we will be able to offer licence upgrade signatures. If you wish to upgrade your licence speedily, two signatures can be obtained by attending one of the 1999 courses, and dates will be announced shortly.

Our July 1998 course is filling up fast and we look like having a bumper entry. The school has proved a resounding success and has introduced many new people to the sport enabling them to obtain an 'unfair' advantage over their fellow competitors.

Brian Kenyon

## MIKE WILSON

Best wishes for a speedy recovery to Mike Wilson, Mike a past chairman of the Yorkshire Centre, is at present in Ward 35, Leeds General Infirmary, but by the time you read this Mike may well have been discharged but he will no doubt be happy to hear from friends and well wishers.

Brian Kenyon

## ANNUAL COMPETITIONS

	29/3	12/4	9/5	10/5	14/6	4/7	5/7	Total
Tim Wilson	3	5	6	6	3		6	29
Colin Stewart		6	4	6	6		6	28
Richard Hardcastle	3	3	3	3	6	3	6	27
Tim Bendelow	5	4	3	4	3	3	3	25
Brian Kenyon	4	4	3	3	3	3	3	23
Pat Kenyon	3	4	4	3	3	3	3	23
Simon Clark			6	6		5	5	22
Kirsty Fleming	3	3	3	3	3	3	3	21
Bobby Fryers		6		4	6		4	20
Martin Vesty	3	3	4	3	4		3	20
Graham Wride	5	5	4	3	3			20
Mick Moore	3	4		3	5		3	18
Dave Banner	3	3	3	3	3		3	18
Peter Whittle	3	3	3	3	3		3	18
Richard Hooper	4	3	4			3	3	17
David Sturdy		6		5			6	17
Mike Smith		3		5	5		3	16
Peter Green			4	6	3		3	16
Roy Johnson	3	3		3	3		3	15
Jim Naylor	3	3		3	3		3	15
Derek Russell	3	3		3	3		3	15
Linden Spencer				5	3		5	13
Michael North	3	3	3	3				12
Allan Staniforth		3	3	3			3	12
Ian Blair		3		3	3			9
Mike Mullins	3	3						6
David Spaul		3	3					6
Mark Hurst		3						3
Georgina Clark								0

## LEADING POSITIONS

THE PEARCE  
TROPHY  
Tim Wilson  
29 pts

THE FIRTH BOWL  
Pat Kenyon  
23 pts

THE KEN LEE  
TROPHY  
Colin Stewart  
28 pts

THE CHIPPY IOLA  
VASE  
Pat & Brian Kenyon  
46 pts

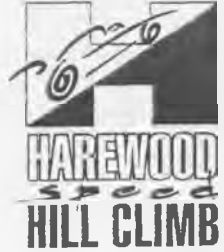


**Auto  
Trader**  
B.A.R.C. HAREWOOD SPEED HILLCLIMB



## Championship 1998

					April	May	June	July	Total
1	Colin Stewart	7	Lotus Elan	Guisborough	18.00	18.98	13.85	20.00	70.83
2	Bobby Fryers	2	Clio Williams	Keighley	18.00	18.97	15.32	18.01	70.30
3	Jonathan Mounsey	3	Sapphire RS Cosw'th	Settle	18.00	19.84	14.16	17.96	69.96
4	Jamie Hylton	J	Maian	Blackpool	18.00	19.91	13.59	18.26	69.76
5	Peter Griffiths	K	Chevron B47	Chesham	18.00	19.89	13.73	17.75	69.37
6	Jon Waggitt	F	Ward WD9V	Boro'bridge	18.00	19.38	13.22	17.76	68.36
7	Malcolm Dungworth	5	Dax Rush	Hope Valley	18.00	18.61	13.10	18.56	68.27
8	Matthew Pinder	6	MG Metro	Liversedge	18.00	20.00	10.39	17.84	66.23
9	Tim Wilson	4	Caterham Super 7	Huddersfield	17.79	18.99	10.82	18.16	65.76
10	Haydn Spedding	8	Jaguar E Type	Barnsley	18.00	20.00	9.26	18.40	65.66
11	Peter Hamilton	B	Caterham Super 7	Barrowford	17.93	20.00	12.84	14.53	65.30
12	Jonathan Rhodes	9	Van Diemen RF88	Scarborough	15.51	18.39	12.34	16.99	63.23
13	Mick Moore	9	Van Diemen RF85	Manchester	17.23	17.29	12.12	16.58	63.22
14	John Green	8	Jaguar E Type	Malton	17.74	18.00	9.10	18.12	62.96
15	Daniel Pinder	1	Vauxhall Nova Sport	Liversedge	14.97	16.62	14.68	16.65	62.92
16	Jeff Norton	9	Van Diemen RF86	Silsden	17.12	17.27	11.53	16.55	62.47
17	Martin Vesty	9	Jamun 90	Harrogate	15.23	17.82	12.08	15.47	60.60
18	Dennis Crompton	7	BMW 2002 Touring	Rochdale	13.84	18.67	7.57	19.74	59.82
19	Tony Brumfield	4	Sylva Striker	Grimsby	16.58	17.86	6.92	16.42	57.78
20	Claude Spencer	8	MGB V8	Pontefract	17.13	17.75	4.19	18.48	57.55
21	Malcolm Pinder	3	Subaru Impreza WR	Liversedge	13.62	16.29	11.54	14.92	56.37
22	Mike Smith	K	Reynard SF87	Tadcaster	13.51	16.18	11.18	14.88	55.75
23	David Sturdy	9	Van Diemen RF86	Bradford	18.00	19.24	0.00	18.32	55.56
24	Steven Dunn	4	Westfield SEi	Keighley	13.86	16.79	7.94	15.98	54.57
25	Tony Metcalf	9	Van Diemen 91	Silsden	16.52	18.52	0.00	18.01	53.05
26	Roy Johnson	4	Westfield SE	Doncaster	14.65	15.58	5.13	16.21	51.57
27	Les Procter	E	OMS SC	Cleckheaton	14.89	18.00	9.90	8.35	51.14
28	David Lanfranchi	4	Caterham 7	Leeds	14.40	14.34	8.60	13.78	51.12
29	Dave Banner	4	Westfield SEi	Nottingham	11.74	16.54	6.50	15.88	50.66
30	Geoff Peters	F	GPC	Ripon	18.00	18.00	14.29	0.00	50.29
31	David Newton	B	Westfield SE	Clitheroe	0.00	18.00	11.70	17.37	47.07
32	Chris Bentley	4	Westfield SE	Huddersfield	0.00	16.49	13.74	16.39	46.62
33	John Bennett	9	Van Diemen RF86	Heckmondwike	17.62	19.28	8.64	0.00	45.54
34	Linden Spencer	4	Westfield SEi	Finningley	0.00	18.51	8.76	18.07	45.34
35	Derek Russell	9	Van Diemen RF85	Beverley	14.30	15.79	0.00	15.20	45.29
36	Peter Furness	3	Vauxhall Astra GTE	Leeds	11.03	14.09	7.88	12.27	45.27
37	Martin Baker	8	Vauxhall Chevette	Huddersfield	17.41	18.00	9.61	0.00	45.02
38	Peter Green	E	Centaur Mk21	Huddersfield	0.00	18.00	9.21	17.09	44.30
39	Peter Whittle	4	Caterham Super 7	Otley	11.56	13.97	2.82	14.39	42.74
40	Simon Bailey	4	Caterham Super Spt	Skipton	13.47	15.64	0.00	13.62	42.73
41	Vini Dobson	7	VW Golf GT	Harrogate	15.82	17.46	7.88	0.00	41.16
42	Andrew Stokes	4	Caterham	Scawby	12.54	18.26	9.91	0.00	40.71
43	Andy Taylor	4	Westfield SE	Huddersfield	0.00	16.36	7.14	15.59	39.09
44	Allan Staniforth	I	Megapin	Pateley Bridge	11.26	14.69	0.00	12.90	38.85
45	Mark Lawrence	I	OMS	Manchester	0.00	19.69	0.00	18.84	38.53
46	Colin Wheeler	K	Delta T832	Sherburn	14.02	14.68	9.03	0.00	37.73
47	David Bancroft	I	OMS	Leeds	18.00	19.21	0.00	0.00	37.21
48	John Hoyle	5	Caterham 7	Harrogate	14.62	0.00	5.12	16.70	36.44
49	Steve Owen	I	OMS	Leeds	0.00	18.89	0.00	17.37	36.26
50	Alan Newton	L	Pilbeam MP58/5	Slaidburn	0.00	18.00	0.00	17.31	35.31
51	Geoff Goodwin	1	MG Midget	Sheffield	0.00	17.22	0.00	17.94	35.16
52	Matthew Riley	3	Sapphire RS Cosw'th	Settle	17.03	17.65	0.00	0.00	34.68
53	Russell Herring	2	Vauxhall Astra	Manchester	11.80	12.93	9.67	0.00	34.40
54	Paul Aspden	5	Sylva Striker	Batley	12.61	0.00	6.38	14.82	33.81
55	Bob Prest	F	Mallock Mk 20/27	Durham	15.88	16.54	0.00	0.00	32.42



## Championship 1998

56 Michael	Walton	I	OMS	Stockton	7.40	11.45	0.00	13.26	32.11
57 George	Bleasdale	K	Vauxhall Lotus	Scarborough	5.18	9.95	6.45	10.12	31.70
58 Philip	Concannon	7	Ford Cortina	Manchester	13.61	16.55	0.00	0.00	30.16
59 Ian	Blair	E	Gryphon C4A	Doncaster	10.68	13.55	5.22	0.00	29.45
60 Jim	Naylor	4	Westfield SE	York	8.48	10.54	0.02	10.32	29.36
61 Clare	Sullivan	1	Mini	Preston	6.68	10.25	0.00	11.35	28.28
62 Phil	Short	1	Mini Cooper S	Ilkley	13.09	14.00	0.00	0.00	27.09
63 Neil	Stokes	7	Vauxhall Astra	Scunthorpe	13.11	13.36	0.00	0.00	26.47
64 Lynn	Owen	I	OMS	Leeds	0.00	13.46	0.00	12.88	26.34
65 Tony	Briggs	K	Royale RP30	Ryton	6.48	11.69	6.39	0.00	24.56
66 Mike	Geen	4	Dutton Phaeton	Harrogate	11.43	11.90	0.00	0.00	23.33
67 Jenny	Woodfield	4	Caterham Super 7	Scawby	0.00	13.38	9.88	0.00	23.26
68 David	Coulthard	6	MG Midget	Luddenden Foot	5.72	8.50	0.37	6.49	21.08
69 Edwin	Langford	4	Lotus 7 S4	Middlesboro'	0.00	14.31	4.68	0.00	18.99
70 Michael	North	5	Caterham Super 7	Liversedge	11.24	7.24	0.00	0.00	18.48
71 Peter	Needham	D	Splinter	Worcester	0.00	0.00	0.00	18.00	18.00
72 Dave	Kitching	I	Jedi	Yarm	17.45	0.00	0.00	0.00	17.45
73 David	Spaull	B	Westfield SEi	Leeds	15.96	0.00	0.00	0.00	15.96
74 Nick	Furmidge	3	Lancia Integrale	Ripon	15.90	0.00	0.00	0.00	15.90
75 Mike	Mullins	9	Van Diemen RF86	Wilmslow	15.55	0.00	0.00	0.00	15.55
76 Andy	Thwaite	1	Vauxhall Nova	Leeds	0.00	7.43	7.97	0.00	15.40
77 Andy	Geen	2	Peugeot 309	Harrogate	8.40	0.00	6.39	0.00	14.79
78 Mark	Hurst	9	Quest 87/10	Bradford	14.77	0.00	0.00	0.00	14.77
79 Andrew	Henson	K	Ralt RT3	Rochdale	14.04	0.00	0.00	0.00	14.04
80 Graeme	Simpson	4	Sylva Striker	Doncaster	0.00	5.57	0.00	8.25	13.82
81 John	Lambert	E	JolibreMk1	Burnley	13.15	0.00	0.00	0.00	13.15
82 Sue	Griffiths	K	Chevron B47	Chesham	0.00	5.47	0.00	6.61	12.08
83 Colin	Smith	1	Cooper S	Manchester	10.75	0.00	0.00	0.00	10.75
84 Louisa	Waggitt	F	Mallock	Boroughbridge	5.12	0.00	3.11	0.00	8.23
85 Mike	Sidgwick	G	Pilbeam	Scarborough	0.00	0.00	8.19	0.00	8.19
86 Alex	McFarlane	9	Sparton FF81	Blyth	0.00	5.58	1.34	0.00	6.92
Richard	Brand				0.00	0.00	0.00	0.00	0.00
Gordon	Longthorne				0.00	0.00	0.00	0.00	0.00
Paul	Nutter				0.00	0.00	0.00	0.00	0.00
Martin	Shaw				0.00	0.00	0.00	0.00	0.00
Fred					0.00	0.00	0.00	0.00	0.00

### FTD CHAMPIONSHIP

PosName	Apr	May	Jun	Jul	Total
1 Peter Griffiths	10	9	10	10	39
2 Jamie Hylton	9	8	9	8	34
3 Jon Waggitt	6	3	7	4	20
4 Alan Newton	0	10	0	9	19
5 Mike Smith	2	2	8	5	17
6 Peter Hamilton	3	5	6	1	15
7= Mark Lawrence	0	7	0	7	14
7= David Bancroft	8	6	0	0	14
9= Colin Wheeler	4	1	5	0	10
9= Steve Owen	0	4	0	6	10

### LADIES CHAMPIONSHIP

1 Clare Sullivan	6.68	10.25	0.00	11.35	28.28
2 Lynne Owen	0.00	13.46	0.00	12.88	26.34
3 Jenny Woodfield	0.00	13.38	9.88	0.00	23.26
4 Sue Griffiths	0.00	5.47	0.00	6.61	12.08
5 Louisa Waggitt	5.12	0.00	3.11	0.00	8.23

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## 50 Years of Dedication Drive of Your Life

**Croft Motor Racing Circuit  
Saturday 17th October 1998**

### WHAT IS THE DAY?

You buy a pass for the day which enables you to be driven in 6 different vehicles. There are different categories: historic (pre-1975), exotic, rally, service vehicles, HGV's, Army vehicles, and simulators. Pass holders get to drive service and HGV's under instruction and are given rides by owners in the exotic, rally and classic sections on the Croft Circuit.

### WHAT DO WE NEED?

Interesting sports cars. Anything goes to draw the crowds!

### WHAT'S INVOLVED FOR THE OWNER?

- \* To arrive at 8.00am - become familiar with the course and have a full briefing
- \* Ready to start at 9.30am
- \* To drive a car with a passenger for 2 x 1 hour sessions.
- \* You will be fed and watered by Marie Curie Cancer Care!
- \* You will finish driving approx 16.00hrs - 17.00hrs.

The course will be fully marshalled by BMRMC.

Anyone wishing to offer their car to support this event, please contact Mrs Pat Darling on 01282 458800 for an application form or if you wish to purchase a pass for the day (cost £100) please contact Susie Fothergill on 01904 621000

### 'TIMES' ARTICLES

**Articles are always needed for the 'Times'. Please can some of you put pen to paper and write about your motoring experiences throughout the year?  
Then send them to the editor**

## EVENTS FOR 1998

**Montagu Burton Trophy 9th August**  
Yorkshire Auto Trader, CCC Speed, Ferrari OC and NSCC Championships

*This event includes the Yorkshire Auto Trader Classic Car Cavalcade*

**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.**

## 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)**

## BARC YORKSHIRE CENTRE COMMITTEE 1998/99

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HON SEC

John M English

32 Farfield Avenue

Knaresborough

HG5 8HB

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Chris Seaman

Tel: 0114 258 5695 (B)

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