



# YORKSHIRE CENTRE TIMES



**BARC**

Issue No 73

**AUGUST - OCTOBER 1998**

## CHAIRMAN'S LETTER

Dear Member

September meeting finished and another season of competition in the Yorkshire Centre draws to a close. I feel, and hope you agree that it has been another great season on the hill and my heartfelt thanks go to all our sponsors, competitors, marshals, officials and spectators for combining to make this a good year.

Congratulations to Colin Stewart on a great year culminating in his winning the Yorkshire Auto Trader BARC Yorkshire Centre Harewood Hillclimb Championship.

There are two events remaining in 1998, one being the Speed Events Forum mentioned elsewhere and the other the Annual Dinner Dance and Awards Presentation on Saturday 21st November at the Oulton Hall Hotel.

Make sure you round the season off well and get a party together. Last year was a great event and I hope this year's will be even better.

Finally, you will be pleased to hear the Hillclimb School has started well and vouchers are available for next year (good Xmas gifts). In addition, further improvements are planned at Harewood over the winter. Watch this space.

Once again, thank you all.

Kind Regards

Simon

## Congratulations



*1998 Yorkshire Auto Trader Harewood  
Hillclimb Champion Colin Stewart*

## EDITORIAL

Our competitive season is over and what a success it has been. My congratulations to our Yorkshire Auto Trader Championship winners Colin Stewart, Peter Griffiths and Jenny Woodfield. All worthy champions.

With just our social gatherings to come, I include the Forum as well as the Dinner Dance under this heading, please make the effort to attend these pleasant occasions and allow us to end our Harewood year on a high.

We urgently need to inject new blood into our organising team and to add to our somewhat stretched marshals strength, so if your competition career is drawing to a close and you think you have something to offer in these areas, please try to help.

On a more positive note I would like to thank all those who have contributed to the 'Times' throughout the year and to Barbara and Larry Hirst who have helped with the scoreboard. Also to Richard Jackson and Jonathan Buchan who injected some youthful exuberance into the paddock marshalling team.

It's crystal ball time. As you know the Centre has injected vast sums into improving the paddock. As many will already know, the committee's attention has now focussed on our timing and results production system. They are earnestly pursuing this matter, no rash decision will be made as it must be suited to Harewood's needs. The Short Course event hangs in the balance at the moment, will we still be running it in 1999? Lack of marshals and competitors is causing considerable soul searching.

Steven Booth of Yorkshire Auto Trader announced at the Final that they will be continuing with their support of the championship in 1999. Our grateful thanks for their involvement, it has helped greatly to increase the profile of both the championship and Harewood.

With this high note I will take my leave and hope to see you all at the Forum and the Dinner.  
Pat

# MONTAGUE BURTON TROPHY MEETING

Sunday 9th August 1998

Tim Wilson

Yet another oversubscribed Harewood, but with the Auto Windscreens brigade long gone, road cars dominated the event. Boosted by CCC Championship entrants classes 1 to 5 accounted for over half the entry.

In the first of these Geoff Goodwin continues to improve with an opening run 0.11 below the record set by Sprint Leaders contender Dave West. Daniel Pinder took 0.8s off his PB in pursuit to secure a safe runner up position whilst among the chasers Harewood Ladies Championship leader Clare Sullivan paid the price for carving almost a second off her best with a dramatic two wheel excursion into the gravel after the line.

The Class 2 ranks were swelled by an influx of NSCC contenders but Harewood Championship aspirant Bobby Fryers was never challenged, an opening run half a second inside of his record giving him a safe win over 2 seconds ahead of David Marshall's 205.

With top Class 3 seed Richard Jackson non starting, Jonathan Mounsey's class win was never in doubt but his championship points were. A heavily bandaged finger couldn't prevent the Settle Cossie driver dipping inside Jackson's record in practice, but he failed to repeat this form when it mattered. In his wake, Malcolm Pinder's mean looking Impreza WR1 took a safe second place from the Porsche Carrera of Barry Newton.

A healthy class of 17 Ferraris put Yorkshire Centre supremo Simon Clark under pressure. Despite trailing in practice his 67.73 opener was good enough to hold off the visitors, narrowly beating regular class bridesmaid Richard Allen. Richard Baker carved over two seconds off his May time, the lessons learned at the hill school rewarding him with a fine third.

Over 30 entries for Class 4 made this the largest class seen at Harewood with an abundance of rapid CCC contenders putting the Kit Car regulars to the test. Linden Spencer's distinctive Westfield-Vauxhall took an early lead but a mere 0.2 seconds covered the top four. Tim Wilson got to grips with the recently tweaked Caterham on the last run leapfrogging to the top slot, 0.44 ahead of Spencer. A PB by Tony Brumfield snatched 3rd with newcomer Andrew

Stokes a fine fourth ahead of top visitor David Fox.

Regular class winner Malcolm Dungworth dipped inside his unlimited Kit Car record on the opening run, putting double CCC champion Trevor Willis under pressure to repeat his practice form. The experienced Westfield-Vauxhall driver did just that, demolishing the class record to take the win from Dungworth's Dax.

Class 6 and 7 ran together but leading ModProd exponents Dennis Crompton and Colin Stewart left the rest trailing. An on form Crompton hurled the BMW up the hill 0.7 seconds ahead of the Elan. Stewart, unable to explain his pace more than a second shy of his July record, had to settle for 2nd. The immaculate Citroen Saxo Kit Car of CCC Editor Steve Bennett managed only one run to take a distant third ahead of a troubled Keith Wilford's Europa and top 1400 runner David Hennell.

In the unlimited ModProds, Haydn Spedding regained his class winning form ahead of a tense battle for the runner up slot. Co-driver Richard Spedding matched the opening time set by Martin Baker's Chevette, but a massive improvement on the last runs put the youngster ahead of the charging Vauxhall with less than half a second covering the rest of the class.

As always a close fight took place for Formula Ford honours, with championship dark horse David Sturdy taking the early lead. An errant John Bennett pulled out the stops with the only sub 63 second run to snatch the win from Jonathan Rhodes and a tied Sturdy and David Bailey, the circuit racer being distracted by a rabbit at farmhouse (the rabbit was later hauled before the Clerk of the Course for going the wrong way down the track!).

The single Class A Caterham of Tim Williams ran with the 2 litre cars and was left 'best of the rest' along with the re-classified road tyred Caterhams of Hefin Davies and the Forsyth family. Over five seconds ahead, battle raged between the obscenely powerful Caterham BDG of Midland maestro Clive Kenrick and the 1600 BDA version of class record holder Peter Hamilton. Kenrick, in borrowed attire after his support car was stolen during the night, took the early lead but Hamilton, racing alone (get well soon Brian), snatched victory by the narrowest possible margin on his second run.

In the small capacity Sports Libre class, regular class winner Geoff Peters matched his

season best to put the self built GPC Sports Car ahead of Peter Green's pretty Centaur, with Ian Blair 4 seconds adrift in the Gryphon.

A competitive 2 litre class saw Tim Elmer close within a second of Peter Needham's record in the BDG powered Phantom in a successful attempt to stay ahead of the Mallock of regular Guernsey visitor Geoff Guille. The class also witnessed the first appearance of the new turbocharged OMS sportscar of Harewood stalwart Les Procter.

A healthy entry of 1100 single seaters hoped to challenge class record holder Mark Lawrence for Class I honours. The Manchester driver, unbeaten at Harewood this season, maintained his dominance of the class with a 0.14 second margin over David Bancroft with midlander David Oldridge making it a 1-2-3 for the OMS marque.

Steve Owen's own car headed the challenge to Class J supremo Jamie Hylton but a season best by the Blackpool Malan driver put him out of reach. An improved second run by Owen was rewarded with 2nd after tying with Peter Hannam's Pilbeam on the opening runs.

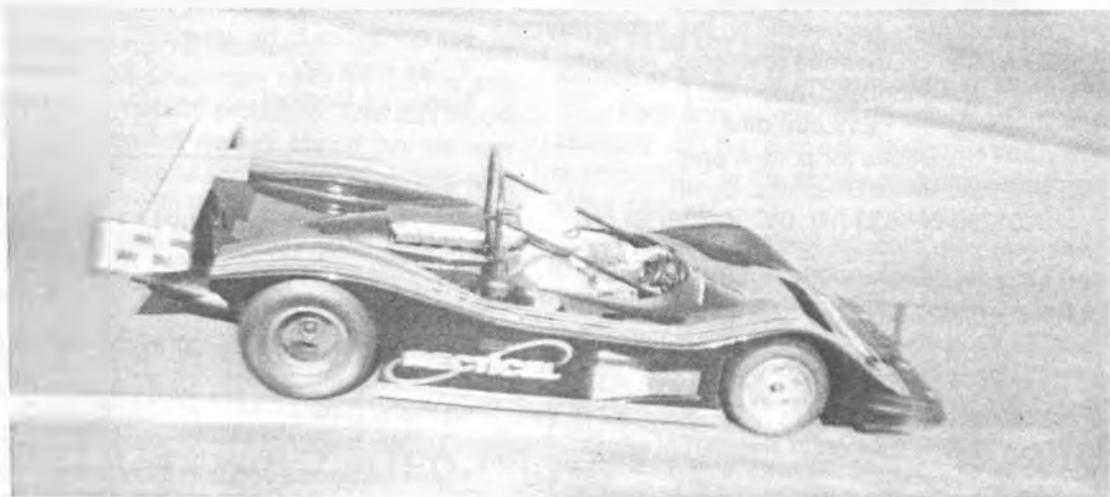
The 2 litre single seater regulars were joined for the first time by Class A converts Matthew Pinder and Ben Butterfield. Pinder put his single seater experience to good use to finish 4th in the

ex Peter Shaw Vauxhall Lotus. At the head of the class Duncan Pierce and Mike Smith both ran below the magic minute, Pierce's opener of 58 dead in the Ralt being good enough for class honours.

The mighty Recticel SPA of Christian Mineeff ran alone in Class G but on a day when few records were challenged, Mineeff came close. The lack of competition failed to dent his motivation to push the 3.5 litre Judd powered sports racer within half a second of his record. His 55.72 best also secured a worthy FTD, chased hard by the diminutive Malan of regular Harewood runner-up Jamie Hylton.

#### RESULTS

Cl	Name	Car	Time
1	Geoff Goodwin	MG Midget	71.97 R
2	Bobby Fryers	Clio Williams	69.38
3	Jonathan Mounsey	RS Cosworth	66.65
4	Tim Wilson	Caterham	66.95
5	Trevor Willis	Westfield	65.22 R
6+7	Dennis Crompton	BMW 2002	64.36
8	Haydn Spedding	E Type	64.14
9	John Bennett	Van Diemen	62.57
10	Simon Clark	Ferrari 328GTS	67.73
A+B	Peter Hamilton	Caterham	60.56
D+F	Tim Elmer	Phantom	58.40
E	Geoff Peters	GPC	63.23
G	Christian Mineeff	SPA SC001	55.73
I	Mark Lawrence	OMS	58.09
J	Jamie Hylton	Malan	56.61
K	Duncan Pierce	Ralt RT3	58.00
FTD	Christian Mineeff	SPA SC001	55.73



*Christian Mineeff has ended his Harewood season on a high, his immaculate Recticel SPA SC001 taking FTD at the August and September Finals meetings.*

*Photo: Robert Spedding*

## PETER HERBERT'S BUMPER AUTUMN 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

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

## FOR SALE

Ginetta G33. John Eales 4.8 V8 on Dellortos.

Andy Dawson suspension mods, GDS exhaust. Very successful on the track, very civilised on the road (carpeted, leather, tonneau, hood etc.)

**£19,000 ono**

Phone for printed spec.

Mike Shepherd-Smith

01296 630833 (H) 01296 630730 (W)

## FOR SALE

### CATERHAM PARTS

7.2/20 x 13 Avon Slicks, A40 fronts, A39 rears on as new 7" Superlights **£295 set**

7" cut FAST slicks on 7" Pepperpot alloys **£80 set**

Unused coil springs, pr 300lb front, pr 200lb rear **£50 set**

Antiroll bars, 5/8 or 3/4 front, 5/8 rear

1600 K-Series inlet manifold assembly and ECU

### Offers

Tim Wilson 01484 640865

## LETTERS TO THE EDITOR

Dear Pat

May I take this opportunity to thank all those who made Harewood's short course event so enjoyable, long may it be held. The opportunity to have a crack at those long standing records appeals greatly to us traditionalists, and next year I have the geriatric award to compete for, sad to say.

Finally, congratulations to Colin Stewart on his hill championship win. It will be a pleasure to pass the Glenn Garnett Trophy on to him.

Kindest Regards

Peter Herbert

Dear Simon and all members of the BARC Committee

It was kind of you to pass on the Emergency Resuscitation Kit to us from Harewood Hillclimb since it is no longer required there. I'm sure my daughter Elizabeth, now in General Practice, will put it to good use and will certainly have plenty of contacts who will have a need for such equipment.

I was delighted to hear from Richard Hardcastle that the Club continues to thrive and especially the number of enthusiastic drivers increases by the year. My husband Tim spent many happy years with the Harewood Hillclimb and it is very gratifying to me that his basic teaching in Rescue and Incident Management still continues to be upheld.

Yours sincerely

Nancy de Dombal

Dear Simon

We all really enjoyed the Harewood meetings on 12/13 September and I felt we should put on record our appreciation of your team's efforts. In spite of one or two people attacking the timing gear things went smoothly and I think all competitors were pleased to have so many runs.

We have not previously done the Saturday short course meeting but I think that was excellent value - I hope you will be able to carry this on in the future.

Once again many thanks for your efforts from all at Pilbeam Racing.

Best wishes

Yours sincerely

Mike Pilbeam

# *Annual Dinner Dance and Award Presentation*



*Oulton Hall Hotel  
Oulton Nr Leeds*

*on*

*Saturday 21st November 1998*

*Tickets £27.00 each  
from Georgina Clark  
application form enclosed*

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

## **GET WELL SOON**

Brian Hamilton is now well on the way to recovery. If his excellent progress is maintained, he hopes to meet all his friends at the end of season bash at Oulton Hall.

Despite hip replacements, which proved successful, ex-Chairman Mike Wilson is still experiencing mobility problems. The last report we received on his welfare stated that he was being kept in hospital for a while longer and was moving around with the help of a frame. This will undoubtedly mean that 'human dynamo' Mike will have to officially retire, but knowing Mike, he will no doubt increase his interest in the Internet. As Mike looks likely to be incapacitated for some while, he would no doubt welcome visits or correspondence from his friends.

## **EFFORTS APPRECIATED**

It's nice to see that more and more competitors appreciate the efforts of our stalwart band of marshals and are expressing their gratitude by putting their hand in their pocket and providing wine etc for our highly popular Marshals Draw. Thanks to you all. Without marshals, we wouldn't have a sport.

## **SPEED EVENTS FORUM**

**Sunday 1st November 1998**

**Old Golf House Hotel  
Outlane, Nr Huddersfield**

**Jn 23 of the M62 (exit only eastbound)**

**Coffee at 10.00 for prompt start at 10.30am.**

Your annual chance to moan about any aspects of Harewood, the classes, the championship or the sport which distresses you at the moment.

On the reverse of the coin, you may wish to express your great appreciation for a job well done and hope that everything continues in the same vein in 1999. Whatever your point of view, please try to attend for many positive and helpful suggestions have been made at previous Forums.

If you don't attend or don't write to our Competition Secretary, you won't have a leg to stand on if something doesn't suit you next year.

On a lighter note, it's always a damn good social gathering where we can all have a good chin wag, both before and after the formal proceedings.

So please try and attend, your input will be appreciated.

## DOWN TO GURSTON

Tim Wilson

The light goes green, so its foot to the floor until the rev limiter stutters in first, second ... and then third, through a speed trap that would witness speeds in excess of 140 mph before the weekend was over - and this before the hill started!! For those who have been to Gurston before, feel free to turn the page, but if you haven't then read on - Gurston is certainly worth a visit. Gurston Down hiliclimb is set in rolling Wiltshire farmland and hosts 8 events each year run by BARC (SW); but this is no farmtrack - with its smooth tarmac, freshly painted kerbs, cropped verges and a timing system so full of information it makes data logging obsolete, the venue was certainly ready to welcome the Auto Windscreens entourage. It's a long story but we ended up at the 'wrong end' of the country around the time of Gurston's RAC round. The Finals had arrived the week before and I was delighted to have squeezed into the capacity entry, despite having to run my road tyred 1600 Caterham in with the Class B monsters! However, free from Yorkshire Auto Trader Championship points and no chance of getting within sight of a class record, I was there to enjoy myself. .... and rounding the long, long lefthand Hollow Bend at undiminished speed after the aforementioned speed trap certainly put a grin on my face. Karousel follows, a tricky double right, which became easier following a bit of impromptu advice from our own Chief Instructor! Here the first sign of a gradient helps scrub some speed before its hard on the throttle again over the infamous Deer's Leap (with all four wheels firmly on the ground in my case) and left at Ashes, where maintaining speed is essential for the 300 yard flat out dash, through the chicane to the finish. I'm reliably informed that its flat at 140 mph too! The batch collects in the top paddock, a patch of concrete surrounded by acres of barley, where a lone printer spits out the times and drivers trade excuses. Fellow Harewood regular Peter Herbert was in the same batch. His practice form had been good, so hopes were high as he set off on his first timed run. 34.50 seconds later the printer jumped into action - half a second inside Dylan Talbot's 4 year old record and 2 seconds clear of arch rival Andy Russell did no harm to Peter's RAC Leaders Championship campaign. The weekend finished in style with a gripping Top 12 run off, the good money split between Roger Moran and David Grace - no prizes for guessing

who we were rooting for! If only we'd put money on him though - 141 mph through the speed trap and a 27.36 best for the 1057 yard climb gave Gracie the win; but only just, there were five drivers in the 27's. It was tremendous to see these powerful cars being hurled around Karousel, front wheels airborne over Deer's Leap ... and I thought that single seaters were 'point and squirt' machines (that should fill the postbag, Pat!) Would I go again? YES. But in the meantime I'm happy to stick with Harewood, where I can park my towcar in the paddock, where I don't spend half my weekend in the holding paddock and where bhp is not essential for a good time. Oh, by the way, I came 8th!

### A Plea from the Barrowford Community Bonfire Committee

The annual, free Barrowford Community Bonfire and Firework Display is taking place on Saturday 7th November. Ian Bickerstaffe, known to many of you, and his sister Carol Purdham need as many volunteers as possible to come along and act as Marshals for the event. Many Harewood Marshals came along last year and a great time was had by all - especially in the pub afterwards.

The duties are hardly onerous - just turn up in your fireproofs - look good and control the seething masses! (We are expecting in excess of 10,000 people this year!) We will provide you with a hot(ish) meal during the day and plenty of warm drinks. If you're lucky you'll get drink tokens for the pub afterwards.

If you think you might be interested, have a word with Tim Bendelow who can tell you all about it - he's been involved for the last two years and then ring Carol Purdham on 01274 883145 tell her your name and address and she will send you an information pack and all the details.

P.S. The Fireworks are pretty good as well!!!

#### 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.

# MARSHALS CORNER

## ANCC NOTES

### Changes to Association Rules

Rule changes were proposed and delegates asked to discuss these with their clubs, to then be voted on at an SGM immediately prior to the September General Meeting. (As this has already taken place, here are a few brief outlines)

- 1 Summer General Meeting in June to be AGM
- 2 General dates Meeting in July (4 weeks after AGM) to fix dates for forthcoming RAC MSA fixture list and to assist in clashes)  
Clubs attending will have priority over clubs not attending.
- 3 Subs now £20 pa and financial year will run 1st June to 31st May; all subs due on 1st June.
- 4 Mailing List. Before each AGM all members clubs must notify ANCC on the official form of details of delegate / Comp Sec / Hon Treasurer / Hon Secretary / Chief Marshal.
- 5 Marshals Forum. A long discussion was held as to the reason why marshals attending events was dwindling. Here are a few recommendations -  
A questionnaire for marshals attending events as to what benefits / information they felt appropriate to undertake their duties 'comfortable'.  
To have a Regional Chief Marshal to act as a data bank for Event Organisers.
- 6 RAC MSA 1998 Bradstock Motor Club of the Year  
As Chief Marshal I would like to enter BARC Yorkshire Centre for this - I need to have the form returned by 21st October.

### Finally

Our marshals have been busy away from Harewood with visits to many events all over the UK. Croft has been a popular venue with TVR Tuscars, Touring Cars, Eurocars and F3s / GTs being the main attractions. Cadwell and Oulton continue to be circuits to visit with the whole range of national and club motorsport. Certainly the 'Italian Job' day at Cadwell with Minis & Alpha Romeos was very enjoyable. Others have ventured to Scotland for the Knockhill 'power boat race' (Touring Cars in August), the Jim Clark Rally around Duns. One or two went to the other 'power boat race' - the GP at Silverstone in mid-July.

Club rally events have been a big draw - most going to marshal but a few have picked up helmets and gloves and have been seen behind the wheel. Ask Simon & Caroline Marston how their second event went at Swinderby on Sept 6th!

Elvington and Melbourne airfields have hosted events again with timekeepers, radio and in-stage officials being Harewood regulars. I was Chief Marshal for the Lookout Stages in April and part of the set-up team preparing the venue beforehand. I'm sure there are many other events that Harewood marshals have been out on - do let Pat know what you've been up to.

Tim Bendelow

### THANKS

Before I close, can I offer my sincere thanks to all Observers, Marshals and other Officials for their hard work at Harewood in 1998. Without your efforts, sometimes in difficult circumstances, the meetings would not have run and we could not have had an enjoyable season of speed hillclimbing.

The highlight for me was the RAC / Auto Windscreens Sunday in July where most people had a good weekend with warm weather, a cracking top twelve run off and a great atmosphere all round. There was an air of anticipation from the start of setting up on the Friday and although I missed most of Saturday (when most people fell off) due to a friends wedding, Sunday was a good day's sport with five new class records.

Thanks also to those who marshalled at the Hillclimb Schools through March to July and the other events - the MG CC meeting in April and Trackrod's BBQ meeting in August.

Thanks again and we hope to see you at the Marshals Supper (date sometime in October) or at the Annual Dinner Dance on Saturday 21st November at the Oulton Hall Hotel, Oulton, Nr Leeds. Please see Tim Bendelow for details.

Best wishes

Tim Bendelow

Chief Marshal

BARC Yorkshire Centre Harewood Speed Hillclimb

## SHORT COURSE MEETING Saturday 12th September 1998

### GET SHORTY

Peter Herbert

Ciaran Pilbeam, son and heir of hillclimb car design legend Mike, added the Greenwood Cup to the Bourne trophy cupboard by setting FTD at the second annual running of Harewood's original short course. In less than perfect conditions the MP82 driver was alone in breaking the forty second barrier with a fifth run - yes, sensation seekers, everyone was offered two practice and six competitive runs - six hundredths of a second inside Adrian Hopkins' 1990 2 litre class record.

The amazing Manchunian Mark Lawrence drove the nuts off his diminutive 1100cc OMS Kawasaki to take a close second overall, just 0.62s shy of the winner; whilst in third place came a gentleman well versed in the idiosyncrasies of Stockton Farm's embryonic slopes, Leon Bachelier. The Ilkley maestro urged the red Formula 3 Dallara to within 0.15s of Lawrence, before it all ended in tears.

For once the forecasted stormy weather made a detour around Harewood and only the odd light shower sullied a fine day. Yet overnight rain and a start pad unused for twelve months took the edge off the track's usual grip and most of the short course's historic records remained unchallenged.

The first winner was Skipton's answer to Bill Gates, Bobby Fryers, the Clio Williams recovering from an opening run Country Corner spin to score a 2.72s victory over Daniel Pinder's Nova Sport in a merged 1400cc and 2 litre Modified Saloon and Sports Car class. Keeping the 'Cossie' safe for the following day's hill championship bid, Jonathan Mounsey brought out an Astra GTE to finish a close third, while Clare Sullivan's Mini was a solid fourth.

In the over 2 litre division it was always going to be a head to head between the homologation specials of Richard 'Timo' Hargreaves and Malcolm 'Piero' Pinder. And true to form it was the Settle Son of the Soil's vivid yellow Mitsubishi Lancer Evo 5 that set the pace, securing the former Harewood Champion the dubious honour of becoming Geriatric Trophy winner. The Pinder Subaru Impreza WRX ST1

chased hard but was 1.08s astern at close of play, while Barry Newton's Porsche Carrera and Chris England's Ferrari 308 GTS ate their dust.

Dashing Harewood Hillclimb School instructor Tim Wilson gave his 1700cc Road Modified Kit and Replica rivals a lesson in quick driving to scoop a 0.95s win at the wheel of his faithful Caterham Seven. Andrew Stokes came closest to the victor's speed in another Seven, with Dave Banner in pursuit with his Westfield SEi. A close duel for fourth place between the Caterhams of Dale Cordingley and John Chacksfield was resolved on their fourth runs in the former's favour by a narrow 0.1s margin.

Despite Brian Kenyon's masterly hillclimb school tuition, Jenny Woodfield still saw off four of her male opponents to finish a strong sixth in the Stokes Caterham. Which just goes to prove that our plucky Driving School Liaison executive still has a way with the ladies.

In the over 1700cc class Malcolm Dungworth made the most of his four wheel drive Dax Rush to hold off Peter Speakman's elderly Chapman Mercury to the tune of 9.23s.

Damon Gray's rapid Polo G40 held sway in the merged 1400cc and 2 litre Modified Production Non Spaceframe - Kit class, but David Jackson was only 2.32s behind in the big Manta. Alastair Bowden's Mini beat David Coulthard's Midget into third place.

A three car five driver over 2 litre confrontation was resolved in favour of Hartlepool Power Station Electrician Alastair Crawford, his mighty John Dignan tuned MGB V8 using its massive torque to out gun the venerable Spedding family E Type roadster in the hands of Haydn by just 0.38s. A close battle for third place saw Malton fire master John Green's E Type coupe pip Richard Spedding by a bare 0.18s, while Paul Wood was not far behind in the Crawford MG.

A merged Modified Production class brought together Peter Herbert's 1400cc Westfield BDH and the Newton brothers' 1800cc Westfield BDE. "Crap through Orchard and barely competent around Quarry", in the immortal words of hill school instructor Kenyon, it was hard to believe that the outgoing Harewood Champion was a joint leader of this year's RAC MSA Leaders Hillclimb Championship. The result of such slipshod driving was a humbling second place, 1.39s behind David, but 0.54s up on Peter.

Sports Libres saw another merger between

1400's and 2 litres and it was the Vauxhall powered Ward of sports car dealer Jon Waggitt that emerged ahead, 0.71s faster than a guesting Steve Owen at the wheel of Les Procter's turbocharged OMS Sports. Les himself was a fine third, 1.37s down on the immaculate red spyder's creator. Allan Warburton's day ended, as so often is the case, at the end of a rope, but not before the LG98 secured fourth place.

Graham Henson ran alone in the unlimited division and, would you believe it, won handsomely with his stylish Tiga.

First of the single seater classes saw the Formula Fords of Martin Vesty and John Bennett pitched against 1997 Harewood Ladies Champion Lynn Owen in the OMS Honda. Bennett's Van Diemen went into an early lead but by run two Mrs Owen was ahead. The Heckmondwike Formula Fordster - try saying that after six pints - fought back, but the lady wrapped it up with a neat fifth run 42.98s climb, 0.82s up on her pursuer.

Another OMS ace was to the fore in the 1100cc Racing Car class. Mark Lawrence was never headed despite the brave attempts of fellow OMS pilote David Bancroft. After six flat out runs 1.22s separated the two drivers, with the hard trying Dave Kitching 0.94s adrift in the less powerful Jedi.

And finally to the 2 litre racers, largest of the single seaters to contest the short course. The vastly experienced Leon Bachelier shot into an early lead with the stylish Dallara, and may well have held on for the duration had it not been for a third run trip into the scenery at Willow, much to the detriment of the car's front. Thereafter, Ciaron Pilbeam went quicker and quicker to claim both class and overall honours.

The hors de combat Bachelier had done enough to remain runner up with Dominic Pilbeam 0.67s off the Geriatric Trophy contenders pace. Former Metro exponent Matthew Pinder, sporting go-faster striped haircut, brought up the rear in his Reynard - Vauxhall, less than a second behind the MP82.

There are rumours that shorty may not be run again due to lack of interest, and that would be a shame. Harewood's short course is part of the hills heritage and, for your humble correspondent, Charles Barter's ten year old class record remains unfinished business.

## RESULTS

Cl	Name	Car	Time
1+2	Bobby Fryers	Clio Williams	47.82
3	Richard Hargreaves	Mitsubishi EV	46.28
4	Tim Wilson	Caterham	45.89
5	Malcolm Dungworth	Dax Rush	45.63
6+7	Damon Gray	VW Polo G40	48.19
8	Alastair Crawford	MGB V8	44.63
9+J	Lynn Owen	OMS	42.98
A+B	David Newton	Westfield	41.72
E+F	Jon Waggitt	Ward WD9V	40.85
G	Graham Henson	Tiga	45.32
I	Mark Lawrence	OMS	40.00
K	Ciaron Pilbeam	Pilbeam MP82	39.38 R
FTD	Ciaron Pilbeam	Pilbeam MP82	39.38

## FOR SALE

### GARAGE CLEARANCE

**Set 13" Alloys**, Ford pcd, yellow centres, alloy rims with set of Yoko A008R 185 x 60 tyres. Used only on one track day and the hillclimb school - still look new. **£280 / sensible offers**

**JAMUN FF1600 M90**. As used this season by Novice Driver. Ex race car. Best time 62.54 sec (4th fastest time in class). One class win Three Sisters & 20th in Harewood Championship. 2 sets wheels/tyres. Twin axle trailer and tailored pvc cover. Spare body work / springs etc. Selling due to change of class. **£4695 / sensible offers**

**CATERHAM K SERIES 1600** with Supersport package (140 bhp) 5 speed, De Dion, Prisoner wheels, cycle wings, immobiliser, Leather seats, FIA roll bar, tonneau, weather gear, carbon fibre mirrors and stone guards. 4 point Caterham harnesses plus more extras. This car is a late '96 kit which has all the latest major developments from Caterham ie stiffer chassis, uprated suspension, Caterham dials etc. Jan '97P plate. Fantastic Porsche Cherry Red Metallic paint. 2500 miles. Mint condition all over/under!

**£16,995/sensible offers**

Reluctant sale due to arrival of Vesty junior!!

Interested in any of the above?

Call Martin on Harrogate (01423) 340582 / 0385 384212

## CORRECTION

Roy Johnson's 44th Harewood Championship place is incorrect. He was credited with a low score of 5.13 instead of 0.00. His correct position in the championship is joint 39th on 67.22 points.

Sorry Roy.



## CHAMPIONSHIP FINALS MEETING

Sunday 13th September 1998

Tim Wilson

This year's Championship finals meeting was certainly not going to be a repeat of last year's record breaking rout. To quote a BBC weather man, Sunday turned out to be distinctly "backendish". Any trace of overnight rain quickly disappeared in the autumn breeze, but not before isolated damp patches caught out the unwary (your scribe included!), delaying practice, even threatening the customary third timed run. In the end the event turned out to be a fitting finale to the Yorkshire Auto Trader series with the odd class shake up and all 3 championship leaders being toppled.

The season long Class 1 battle between Geoff Goodwin and Daniel Pinder continued but this time it was Pinder Jr who set the pace, a dramatic first run in the stiffly sprung Nova beaking through the class record. But Goodwin responded, taking the win by 0.23 seconds and a new record in the well presented MG Midget. James Little recovered from a trip to the Quarry gravel trap on his first run to snatch 3rd place from Ladies Championship leader Clare Sullivan, both Mini mounted.

A depleted Class 2 was merged with the Class 3 turbo brigade. Regular class leader Jonathan Mounsey needed to beat the class mark to improve his championship standing, but on a day when few records were threatened, the Settle driver's 66.40 best assured him a safe win but no championship laurels. Malcolm Pinder keeps on getting faster in the Impreza, a season best of 68.11 good enough for 2nd place, ahead of Matthew Riley who secured 3rd on his only run before clutch failure in the Sierra Cosworth intervened. Another championship favourite, Bobby Fryers finished top 2 litre car with the sequentially geared Clio Williams, but couldn't match his July record to keep him at the top of the table.

Linden Spencer belied his practice form with a storming first run inside the Class 4 record ahead of the Caterham K- series of Tim Wilson and practice leader Andrew Stokes. After a failed second run Wilson finally realised the potential

of the Minister-powered sportscar with the first sub 66 second climb to snatch the win from Spencer's Westfield-Vauxhall. Stokes and Steve Dunn ended their season in style with personal best times rewarded with glassware for 3rd and 4th, whilst an elated Jenny Woodfield broke the magic 70 barrier, a massive points haul clinching the Ladies Championship.

Class 5 pace setter Malcolm Dungworth was hoping new rubber would help his championship aspirations. The Derbyshire driver closed in on Trevor Willis' record in the powerful 4WD Dax Rush winning the class comfortable ahead of John Hoyle, who found a full second improvement in the standard Caterham Vauxhall, taking 2nd with a fine 66.96 run.

The small Mod Prods were again merged with the 2 litre tin tops, with a rare appearance by Paul Nutter sure to push class leaders Colin Stewart and Dennis Crompton. Championship favourite Stewart set the early pace in the Elan coming within half a second of his record but troubled 2nd and 3rd runs left him unable to respond to Crompton's 63.72 second climb, the familiar BMW winning the class, a mere 7 hundredths clear of Stewart with the distinctive 'Utterly Nutterly' Escort a similar margin behind in third.

Alastair Crawford took time from his Leader's campaign to challenge his July record. A trio of 62 second climbs was good enough to secure the win, 0.12 seconds inside the class mark. Haydn Spedding left the other Harewood regulars trailing as he chased the Tuscan powered MGB, a fine 63.87 climb putting the topless E Type a second clear of John Green's coupe version.

Buoyed by his record breaking runs at the Trackrod meeting, Tony Metcalf emphasised his Formula Ford credentials with an opening 62.48 second run, a safe 0.7 seconds clear of John Bennett, the Heckmondwike engineer unable to find his usual form.

A small but distinguished Class B was depleted further when the Newton brothers' rapid

BD powered Westfield went AWOL, but not before Peter posted a 61.47 opener. Despite the valiant efforts of Harewood newcomer Hefin Davies, this time stood all day for the win, the Cheshire driver closing to within 0.17 seconds in the Kenrick built Caterham.

Class E practice leader Geoff Peters set the pace in the familiar GPC sports racer with his first 62 second ascent only to see Huddersfield driver Peter Green carve over a second off his first attempt to snatch a 0.02 second win in the Centaur. The astonishing pace of the class leaders left David Flanagan over 5 seconds adrift in the OMS whilst Paul Ebdens Dwarf car attracted most of the attention on its Harewood debut.

A small 2 litre Sports Libre class became smaller still as the day progressed, first Andrew Fletcher non starting and then Les Procter's recently turbocharged OMS failing to complete three runs despite a good showing the previous day. However, this did not detract from Jon Waggitt's decisive win. With the class safely in the bag, a committed third run in the distinctive Ward WD9V took the Boroughbridge driver within a 0.54 seconds of Peter Needham's record.

The small engined single seater class was again a Mark Lawrence affair, three stirring 57 second climbs putting the OMS driver 2.5 seconds clear. David Bancroft's single run was good enough for 2nd place, any improvement inhibited by the lack of rear suspension after the OMS hit the bank at Farmhouse on his second run.

Jamie Hylton has dominated Class J all season and was under pressure to repeat his August form in the challenge for FTD honours and championship points. A major off in practice fortunately only resulted in minor bodywork damage but the Malan's progress suffered in the afternoon, a 57.74 best securing the class win but his lowest dry score. Practice leader Steve Owen was only 0.7 seconds adrift in the pretty Honda powered OMS.

Fresh from his short course FTD, Ciaron Pilbeam put the MP82 out of reach on his first run in Class K, Duncan Pierce closest of the pursuing pack with a 59.79 first climb. Dominic Pilbeam challenged the Ralt driver, failing by the smallest possible margin whilst practice leader Matthew Pinder is clearly getting to grips with the Vaixhall Lotus, a further 0.07 adrift in 4th place.

Th unlimited racing cars were joined by their closed wheel counterparts. The Judd powered

SPA of Christian Mineeff has been a welcome sight at Harewood this season and a clear FTD favourite despite beaching the Recticel sports racer at Quarry in practice. Mineeff matched his August performance, his 55.71 final run over 3 seconds clear of the class and never threatened in the chase for the Massingberd Trophy. A brave effort by Pete Griffiths in the shared Reynard couldn't match his normal pace, the Chevron engine having cried enough, but earned sufficient points to snatch the FTD Championship from Hylton.

A fine array of Porsches closed the meeting, almost literally as Frank Harries pitched his 944 into the Quarry gravel, demolishing the timing gear and sending everyone for a premature lunch. When competition resumed, Rod Carman took the Class 14A lead, the 911RS driver never bettered despite the attempts of midlander Nick Taylor.

Class 14B was always the domain of Geraint Evans, the Sheffield driver's opening run well clear of the rest. Co-driver Ben Evans' final fling leap frogged him to 2nd from the shared Wilson/Clare 924, whilst Harrogate driver Stuart McLean headed a trio on identical times!

#### RESULTS

Cl	Name	Car	Time
1	Geoff Goodwin	MG Midget	71.56 R
2+3	Jonathan Mounsey	RS Cosworth	66.40
4	Tim Wilson	Caterham	65.66 R
5	Malcolm Dungworth	Dax Rush	65.87
6+7	Dennis Crompton	BMW 2002	63.72
8	Alastair Crawford	MGB V8	62.28 R
9	Tony Metcalf	Van Diemen	62.48
A+B	Peter Newton	Westfield	61.47
E	Peter Green	Centaur	62.37
F	Jon Waggitt	Ward WD9V	57.92
I	Mark Lawrence	OMS	57.25
J	Jamie Hylton	Malan	57.74
K	Ciaron Pilbeam	Pilbeam MP82	57.17
G+L	Christian Mineeff	SPA SC001	55.71
14A	Rod Carman	Porsche 911Rep	65.66
14B	Geraint Evans	Porsche 911 Carr	67.34
FTD	Christian Mineeff	SPA SC001	55.71

## SURFERS PARADISE

Harewood is now officially on the Internet. Austin Merrett has placed us on line with information of all aspects of Harewood Hillclimb, the Championship and the driving School.

The web site address is:-

[www.motorweb.ltd.uk](http://www.motorweb.ltd.uk)

and the Email address is:-

[info@motorweb.ltd.uk](mailto:info@motorweb.ltd.uk)

PS. I believe that Thruxton Headquarters is also on line but do not know their on line number.



## Championship 1998

This season had it all, new classes, new marking system, more championship contenders and larger entries - it all helped to raise the prestigious Yorkshire Auto Trader Harewood Hillclimb Championship to a higher plane. The drivers responded magnificently and we enjoyed the most competitive championship in recent memory.

Colin Stewart is our 1998 Champion. The Guisborough Lotus Elan driver clinched the Championship despite having to settle for 2nd place in class behind a very much on form Dennis Crompton, but championships are not won by performances at one round - Colin has been consistently quick throughout the season, and richly deserves the accolade of 1998 Champion.

Colin's path to the championship was not easy, the season commenced with the charismatic drop head E Type of Barnsley driver Haydn Spedding leading for two rounds but in a damp low scoring third round Haydn was edged out of the lead by Harewood regular Bobby Fryers. Bobby used all his 30+ years experience at Harewood and the potent little Clio lead in June. The zenith of Colin's season points-wise was in July, a devastating record breaking performance was rewarded by a maximum score of 20 points and the pendulum swung Colin's way. Bobby fought back in August, but Colin was not to be denied and he snatched the championship after a hard fought season.

Although he had been a top ten contender throughout, no-one would have put money on Tim Wilson for a podium spot. The Caterham driver was having a nightmare at the final, his domination of the class had been challenged and he was seemingly cracking under the pressure but in best British bulldog spirit his third run was simply sensational undercutting the class record by 0.7, back in the lead of the class, top points scorer of the day and breathtakingly 2nd in the championship having risen from 6th.

Sniffing the chance of championship victory, Malcolm Dungworth bought new rubber for his 4 wheel drive turbocharged Dax Rush. Malcolm used the extra grip to good effect and displaced the Sierra Cosworth of Jonathan Mounsey for 3rd place. The Settle Sierra driver was unfortunately unable to match his practice time which would have given him 2nd overall, and he dropped to 4th. Tumbling down the table, Bobby Fryers was philosophical about his 5th place while Bradford FF Van Diemen driver David Sturdy, 18th prior to the final and without points to drop, surged up the leader board to 6th.

Entering the final on a high, in practice Jamie Hylton must have wondered what hit him - well actually, he did know, it was the tyre wall at the exit of Farmhouse Bend. Fortunately the Malan survived, it was only Jamie's confidence that was dented, but he was unable to resist his rivals and his 4th place became 7th.

8th, Haydn Spedding was unable to maintain his early season form but proved that the 60's Jag was still a force to be reckoned with. In recent years Formula Fords have dominated the placings in the Harewood Championship but this year only two made it into the top ten, the Van Diemen of Tony Metcalf leapfrogged up the leader board from 26th to 9th place. 1996 Champion Dennis Crompton's well driven BMW was damaged mid way through the '97 season and had undergone a complete rebuild over the closed season, but for a stuttering start in April Dennis would have been higher up the leader board than a disappointing 10th.

### TOP TEN

				TOTAL
1	Colin Stewart	7	Lotus Elan	Guisborough 91.40
2	Tim Wilson	4	Caterham	Huddersfield 91.05
3	Malcolm Dungworth	5	Dax Rush	Hope Valley 90.56
4	Jonathan Mounsey	3	Sapphire	Settle 90.53
5	Bobby Fryers	2	Clio Williams	Keighley 90.17
6	David Sturdy	9	Van Diemen	Bradford 89.47
7	Jamie Hylton	J	Malan	Blackpool 89.36
8	Haydn Spedding	8	Jaguar E Type	Barnsley 89.19
9	Tony Metcalf	9	Van Diemen	Bolton 87.36
10	Dennis Crompton	7	BMW 2002	Rochdale 86.91



## Championship 1998

### FTD CHAMPIONSHIP

It needed a tie break to separate Peter Griffiths and Jamie Hylton. Despite Peter's 3 maximums early in the season, the championship was very much in the balance at the last round, the Chesham Chevron driver, unable to use his usual mount due to a blown engine, was in the Reynard of Martin Dowling. Unfamiliar with his new mount Peter could not maintain his early season high scoring. Rival Jamie Hylton had problems of his own bouncing off a tyre wall in practice, he fought back to be second highest points scorer on the day, it was just not enough and the championship was Peters. Despite missing two rounds, Mark Lawrence did all that could be expected of him and more. He wrung the neck of his diminutive lime green 1100 OMS and ended the day top points scorer and 3rd in the FTD Championship.



*FTD Champion Peter Griffiths*

Pos	Name	Car	Cl	Total
1	Peter Griffiths	Chevron B47	K	45
2	Jamie Hylton	Malan	J	45
3	Mark Lawrence	OMS	I	33

### LADIES CHAMPIONSHIP

New to the sport this season, Jenny Woodfield looked to have scuppered her championship chances by missing two rounds, but the red haired Caterham driver is a tryer and with a storming final run settled the issue with a season's best time and a bag full of points. Rounding Quarry on two wheels in August Clare Sullivan went away and completed some new mods on the Mini but the new 13" wheels did not improve the handling on her well presented Mini. The young Preston driver has proved competitive throughout her first season and finished the title race a frustrating 0.11 behind the Caterham flyer. A mid season change of class and car did nothing to enhance previous ladies champion Lynn Owen's championship chances and with a total of 4 rounds scored out of the 6 she was always playing catch-up.



*Ladies Champion Jenny Woodfield*

Pos	Name	Car	Cl	Total
1	Jenny Woodfield	Caterham	4	51.36
2	Clare Sullivan	Austin Mini	1	51.25
3	Lynn Owen	OMS	J	49.13

## 1998 ANNUAL AWARDS

All trophies are competed for exclusively by Yorkshire Centre Members of the BARC, with the exception of 1.

<b>1 Yorkshire Post Trophy</b> Fastest Time of the Season	<b>Roger Moran</b>	<b>52.10 seconds</b>
<b>2 Jack Farrar Trophy</b> Fastest Time of the Season by a member Resident in the County of Yorkshire	<b>David Grace</b>	<b>52.15 seconds</b>
<b>3 Arnold Burton Trophy</b> Classes D, E, F and G Total Bogey Points	<b>Jon Waggitt</b>	<b>86.05 points</b>
<b>4 Richard Sutherland Trophy</b> Classes 1, 2, 3, 6, 7 and 8 Total Bogey Points with no scores dropped	<b>Colin Stewart</b>	<b>105.25 points</b>
<b>5 Guyson Sandblast Trophy</b> Fastest Time of the Season by a Jaguar	<b>Haydn Spedding</b>	<b>63.87 seconds</b>
<b>6 Hatfield of Sheffield Jaguar Trophy</b> Total Bogey Points	<b>Haydn Spedding</b>	<b>98.45 points</b>
<b>7 Ford Woodhead Trophy</b> Class 9 Fastest Time of the Season	<b>David Sturdy</b>	<b>62.22 seconds</b>
<b>8 Appleyard Group Trophy</b> Sports Car in Classes 6, 7 and 8 Fastest Time of the Season	<b>Alastair Crawford</b>	<b>62.28 seconds</b>
<b>9 Wallace Arnold Trophy</b> Saloon Car in Classes 6, 7 and 8 Fastest Time of the Season	<b>Matthew Pinder</b>	<b>63.70 seconds</b>
<b>10 Wendy Wools Trophy</b> Classes A, B and C Fastest Time of the Season	<b>Peter Hamilton</b>	<b>58.84 seconds</b>
<b>Brownlow Peabody Trophy</b> Most meritorious Performance in a 'Historic/Classic' Car	<b>Colin Stewart</b>	
<b>Scrutineers Trophy</b> Presented at the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car	<b>Malcolm Dungworth - Dax Rush</b>	
<i>The following trophies are awarded at the discretion of the BARC Yorkshire Centre Committee</i>		
<b>John Bindloss Trophy</b> to the new competitor who has shown 'The Greatest Promise in Hillclimbing'	<b>Clare Sullivan</b>	
<b>Ronald Hudson Memorial Trophy</b> The Marshal who has shown the Greatest Dedication to Duty.	<b>TBA</b>	
<b>Tim De Dombal Trophy</b> Official or Marshal who has shown the Greatest Potential During the Season	<b>Tom Savage</b>	
<b>Derek Clark Memorial Trophy</b>	The winner will be announced at the Dinner	

## CONGRATULATIONS

To:-

**David Grace** on his convincing win in the RAC British Hillclimb Championship. David had it sewn up well before the end of the season. His success must give him extra satisfaction after his near miss in 1997 when, although on equal points, he lost the championship on count back. It's nice to know that us 'Yorkshire Puddings' can still sock it to these southern 'softies'.

**Roger Kilty** had the RAC British Sprint Championship sewn up even earlier than David did the Hillclimb Championship. He dominated the sprint scene displaying the sort of talent we all know he possesses.

**Peter Herbert**, although on equal points to Martin Groves and Graeme Wight Jnr, lost the RAC MSA Leaders Championship on count back. Peter's trouble is that in being a 'rich woman's plaything' he gets dragged off on holiday to exotic parts of the globe at inconvenient times. As Peter is a Planning Officer, you'd think he would be able to plan his season better! but a hearty 'well done' to our 1997 Harewood Champion, it's good to know 'us cloth cap and whippet types' can hold our head high on the National scene.

# 1998 ANNUAL COMPETITIONS

		C/O	29/3	12/4	9/5	10/5	14/6	4/7	5/7	9/8	12/9	13/9	Total	Drop	Net
1	Tim Wilson	C	3	5	6	6	3		6	6	6	6	47	3	44
2	Colin Stewart	C		6	4	6	6		6	5		5	39	0	39
3=	Simon Clark	C/O			C6	6		5	5	C6	6		34	0	34
3=	Bobby Fryers	C		6		4	6		4	6	4	4	34	0	34
5	Richard Hooper	O	4	3	4			3	3	6	3	6	32	0	32
6	Peter Green	C			4	6	3		3	5	4	6	31	0	31
7=	Richard Hardcastle	O	3	3	3	3	6	3	6		3	3	33	3	30
7=	Graham Wride	O	5	5	4	3	3			3	4	3	30	0	30
9	Tim Bendelow	O	5	4	3	4	3	3	3	3	3	3	34	6	28
10=	Brian Kenyon	O	4	4	3	3	3	3	3	3	3	3	32	6	26
10=	Pat Kenyon	O	3	4	4	3	3	3	3	3	3	3	32	6	26
10=	Martin Vesty	C	3	3	4	3	4		3	3	3	3	29	3	26
13	Dave Banner	C	3	3	3	3	3		3	3	4	3	28	3	25
14=	Kirsty Fleming	M	3	3	3	3	3	3	3	3	3	3	30	6	24
14=	Peter Whittle	C	3	3	3	3	3		3	3	3	3	27	3	24
14=	David Sturdy	C		6		5			6	4		3	24	0	24
14=	Mike Smith	C		3		5	5		3	5		3	24	0	24
18	Linden Spencer	C				5	3		5	5		5	23	0	23
19=	Mick Moore	C	3	4		3	5	3	3	3			21	0	21
19=	Jim Naylor	C	3	3		3	3		3	3		3	21	0	21
21=	Roy Johnson	C	3	3		3	3		3	3			18	0	18
21=	Alian Staniforth	C		3	3	3			3	3		3	18	0	18
23	Ian Blair	C		3		3	3			4		3	16	0	16
24=	Derek Russell	C	3	3		3	3		3				15	0	15
24=	Michael North	C	3	3	3	3				3			15	0	15
26=	Mike Mullins	C	3	3									6	0	6
26=	David Spaul	C		3	3								6	0	6
28	Mark Hurst	C		3									3	0	3

## FINAL POSITIONS

THE PEARCE TROPHY	Tim Wilson	44 pts
THE FIRTH BOWL	Pat Kenyon	26 pts
THE KEN LEE TROPHY	Colin Stewart	39 pts
THE CHIPPY IOLA VASE	Pat & Brian Kenyon	52 pts

Final markings are one event (1 or 2 days) less than the total organised (ie 9 events, 10 days) so 9 less 1 = 8, in effect 2 scores dropped.

## PERSISTENCE PAYS OFF

Peter Green had half shafts snapping like carrots over the Finals weekend. While everyone was enjoying 6 timed runs on Saturday, Peter was frantically returning to base for replacement shafts and only set a time on the 5th of the 6 runs before he experience yet another failure. But Yorkshire grit and determination saw him through and he was rewarded for his endeavours by a fine win in Class E on Sunday.

## VIAGRA VICTORY

Bobby Fryers really won it, but as he wasn't present to receive the award, the highly flexible rules allowed Richard Hargreaves to receive the Geriatrics Trophy from last year's winner Christopher England. The delighted winner was overheard to say 'we just keep taking the tablets!'

## 1998 LONG COURSE RECORD PLAQUES

Class 1	Geoff Goodwin	71.56
Class 2	Bobby Fryers	68.89
Class 3	Richard Jackson	65.89
Class 4	Tim Wilson	65.66
Class 5	Trevor Willis	65.22
Class 6	Matthew Pinder	63.70
Class 7	Colin Stewart	63.67
Class 8	Alastair Crawford	62.28
Class 9	Tony Metcalf (Trackrod event)	61.54
Class B	Peter Hamilton	58.84
Class D	Martin Groves	56.44
Class F	Roger Thomas	57.61
Class L	Roger Moran	52.41

These will be presented at the Annual Dinner Dance and Award Presentation on 21st November at Oulton Hall Hotel.

# Marie Curie Cancer Care



**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.
- This is your chance to drive around the Croft Circuit **FREE OF CHARGE!**

The course will be fully marshalled by BMRMC.

## **DESPERATELY WANTED EXOTIC CARS RALLY CARS**

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

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.

**Articles for the next edition of the 'Times' to the Editor by December 1st 1998 please.**  
Mrs Pat Kenyon, 'Hillside', West Lane,  
Holdworth, Loxley, Sheffield, S6 6SN  
Tel: (0114) 234 0478

## 1999 BARC HAREWOOD DATES

21 March	Practice Day
4 April	Spring National
8 May	Harewood Open
9 May	May Championship
13 June	Jim Thomson Trophy
3/4 July	RACMSA Championship
8 August	Montague Burton Trophy
11 Sept	September Open
12 Sept	Championship Finals

## DRIVING SCHOOL

You may, at times, think we have gone over the top when describing the Driving School's success, but all involved are intensely proud of the progress made by many of our pupils. Not everyone can win but if we, in some small part, have speeded up the progress and increased the potential of people attending courses, we will have proved our worth. If you think that some of the articles in the 'Times' have been rather gushing, I would recommend that you read an article, written by Ian Hyne in Kit Cars International which describes the Harewood course in glowing terms. Our thanks to Don Burt and all at YKC for inviting Ian to drive their car at the school.

We are now AHASS approved and licence upgrade signature are available.

### Dates for 1999

#### Thursdays

25 March, 22 April, 20 May  
24 June, 22 July

Gift Vouchers available for Christmas  
Details from Pat Kenyon  
(0114) 234 0478

## 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	Tim Bendelow
Richard Hooper	Don Burt
David Naylor	David Dalrymple
Mike Shorley	Nigel Drayton
Tim Wilson	
Graham Wride	