

# BARC Yorkshire Centre Times Online

BARC Yorkshire Centre Online Magazine

## Issue 2 July 2014

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## Issue 2 July 2014

### NOTES FROM THE EDITOR

As most of you know, Harewood has seen a lot of activity since the first issue of the online magazine and hence this is something of a 'bumper' issue.

Unfortunately I missed the May Open event, and if I'm honest, at the May MSA Championship event I found myself less concerned about the competition than with the rather more basic problem of staving off hyperthermia. However, during the unavoidable pause in proceedings to allow the paramedics to perform their duties, I was struck by our great good fortune to have two such knowledgeable commentators as Jerry Sturman and Steve Wilkinson, who did a great job keeping up the spectators' interest.

What struck me most at the Jim Thomson was a very great deal of rain, but full marks to the marshals and competitors who got on with the job whilst I skulked in the catering tent, occasionally peering into the gloom. But all was redeemed the next day at the Classic and Vintage event. The baleful Yorkshire Wind and Rain Gods having been propitiated with their favourite libations, we were treated to brilliant weather, fantastic cars and very few incidents. The move to Sunday seemed to work very well as it allowed us to enjoy the presence of cars

and drivers who had competed at Cadwell Park on Saturday. It was really pleasing that several competitors were highly complementary about the event and its organisation.

With so many wonderful cars involved, it seems unfair to single out a favourite but



- Even arachnophobes love this 'Spider' (PWPics)

I used to read about the GN 'Spider' 'back in the day', but I never expected to see it being driven in anger (and so quickly!), so that was a real joy.

Our list of contributors is very different for this issue and we are very grateful to them for their articles, but if anyone out there has memories to share but doesn't fancy bashing the keys, let one of us know and we'll send the boys round (just to interview you, naturally).

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### MAY OPEN HILLCLIMB for the Travelleads Trophy

10<sup>th</sup> May 2014

#### TOMLIN TOPS THE TIMES

Effectively the weather made the event a one shot competition. Light rain started early during the second runs and after just two classes had got to the top it intensified. The rain stopped but the track was awash and then part way through the third runs it again rained causing most single seaters to remain in the paddock.

In the Ferrari class Richard Allen took the early lead and took the win with Philip Whitehead (F355 Berlinetta) second and Shaun Smith (328 GTB) third. Colin Kingsman took a solo win the Aston Martin class then it was the Westfields. Terry Everall was the initial leader before first Matthew Turner and then Tim Nunn broke the class record. It looked set for the record breaking to continue but the rain put paid to that.

David Taylor took the first Roadgoing class with the lovely Alpine Renault A110 of David Holden second. Ian Butcher set a PB en route to victory in the two litre class with Russell Thorpe second (a 1-2 for the

Renault R5GT Turbos). Richard Archbould took his customary class win ahead of perennial second place man Graham Cox. Simon Green was back with the Duratec powered Westfield and took the well supported Kit Car class.

In the first Mod Prod class Keith Newey, on his first visit to Harewood, took the win with fellow debutant Neville Astbury second. Vini Dobson held off Ralph Pinder et al for the two litre class and Steve Bussey took the over two litres class from Simon Dawes' Porsche.



— Craig Moore Rage  
Kawasaki (Steve  
Wilkinson)

Best entertainment came from the solo Sports Libre car – Craig Moore in his Rage. The little car was flung into the corners and opposite locked through to great applause from the crowd.

The 1100 class saw Bernard Kevill and Simon Andrews debut their OMS 28 whilst Clive Austin made his Harewood debut in the Empire Wraith. However it was local ace Ed Carter who took the win despite a broken throttle cable in practice. In the 1600 class Steve Day took the win from Paul Martin (OMS 2000M) and Lynn Owen (OMS 28).



— Steve Owen OMS 28  
(Steve Wilkinson)

In the two litre class it was Steve Owen who won as he had a guest drive in Nev Rollason's new supercharged OMS 28.

John Prikett was second and Tony Hunt a close third. Oliver Tomlin's only run had him firmly ensconced in first in the Over 2 Litre class and bagged FTD to boot.

Despite the rain the organisers battled through and managed to cope with floods, thunder and lightning. A big thank you was paid to the hardy marshals and to Clerk of the Course, Peter Whittle.

## RESULTS:

Harewood Championship – May 2014

Final web results – May 10 2014

penned by **Steve Wilkinson**

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### MAY MSA BRITISH CHAMPIONSHIP HILLCLIMB 11th May 2014



— Trevor Willis OMS 28  
(Steve Wilkinson)

### CLEAN SWEEP FOR WILLIS

In a repeat performance of his double victory and FTD at Barbon, Trevor Willis went on to make it four wins in a weekend by taking two more wins at Harewood the following day. With another series of determined attacks, the 2012 champion continued to move up the series table and lay in second place, five points behind Alex Summers, by the time he left Harewood's technically challenging climb at Stockton Farm on Sunday evening.

Summers pushed hard, qualifying for the opening shoot-out by consigning Paul Haines' 2-litre record to the history books and going on to lower the time unofficially in successive run-offs, ending a second and a half inside the original mark. Even so, and with the Firehawk on the ragged edge through Farmhouse Bend's tricky 180 sweeper, he was eased out of the runner-up spot each time, first by a typically smooth climb from Scott Moran, who qualified top for each of the two run-offs,



Wallace Menzies DJ  
Firestorm (PWPics)

and later with a spectacular ascent by Wallace Menzies in the V8 Firestorm, the Scot gaining momentum throughout the weekend to record his best result of the season so far.

Despite a problematic start in the opening shoot-out due to a temperature-associated electronic glitch, which left him seventh, Will Hall bounced back for fourth place later on to head home Scott and Roger Moran but Scott, after a somewhat uneven weekend in terms of results, had by now lost his second place on the table to Willis. As at Barbon, Richard Spedding was the fastest normally aspirated bike-engined car with a couple of eighth place finishes. Racking up points throughout the weekend, the Yorkshireman broke clear of a positional tie at lunch with Alastair Crawford's Gould, which finished out of the points each time, to leave Harewood in sole charge of eighth place on the championship table.

Oliver Tomlin, who had set FTD at the previous day's Harewood clubbie, naturally found somewhat stiffer opposition when the BHC



circus rolled into town, but his opening salvo was stymied by battery problems in the Pilbeam-Judd shared by his mother Sandra. With the battery issue resolved by much recharging of spare units, Oliver bounced back in the afternoon to record his second single point score of this year's series. Sandra managed to hang on to her Harewood Ladies' record despite the best efforts of Sue Young, who had to settle for second place in their private duel, while Sue's husband Deryk bagged a couple of ninth places in their bio-fuelled Gould-Judd.

After shading out Roger Moran by a tenth in the morning, John Bradburn gunned up the big Gould-HB in the afternoon to exactly equal his rival's time for sixth place.

So with six of the 34 scheduled rounds now in the bag, this year's British championship is developing into one of the most open for years, with several drivers now in the frame for top honours. But at the moment, it seems that Trevor Willis is the man to beat.

Among the class runners, Gurston regular Anthony Record and his Proton split the family Honda S2000 of Quin and Emily Evans in the first of the Roadgoing divisions. As at Barbon, Tony Bunker ran on his own in the big class. But his long trip up from Brighton was worthwhile as he carved almost two seconds off his own class record with the burly Nissan GT-R.



— Vini Dobson VW Golf  
(Steve Wilkinson)

Despite the best efforts of 'Hagley Hooligan' Ralph Pinder in his 205, Harewood ace Vini Dobson pulled out a seven tenths advantage to win

the 2-litre ModProd class in his VW Golf as both left Paul Webster and the lightweight MX5 a trifle breathless.

With Geoff Twemlow non-starting his Impreza, Eynon Price was left to his own devices in the big class, indulging in a quick spin second time up – and still ran a mere five seconds adrift of his opener.

Graham Wynn took the Force to an easy Sports Libre win, but a great scrap between Ben Lovell, out this weekend for the first time in the ex-Les Procter carbon-tubbed OMS SC1, and Allan MacDonald's radical Mini Evo saw the former Manx GP winner's early second place overturned by the sportscar driver by seventeen hundredths. Following his Barbon debut the previous day, Ben was rapidly dialling into his new acquisition, although admitting that running it was a two-man job as the somewhat large bodywork sections needed removal in order to change the wheels – and there was a fair bit of that going on over a weekend of changeable weather.

Also out for the first time in a different car this weekend were Bernard Kevill and Simon Andrews, their new OMS 28 having left Steve Owen's workshop on the Friday before the event. Things looked promising as Andrews split prospective



Robert Capper Force  
Empire (PWPics)

run-off contenders Rob Capper and Simon Fidoe to hold second place at the break, but Fidoe's svelte Toet-styled Empire squeezed past second time up although still almost a second adrift of Capper's Force.

With Richard Spedding on run-off pace all weekend, even Steve Day's Raptor, now fully repaired after its unfortunate Prescott shunt in the hands of his guest driver, was hard pressed to get within a couple of seconds of the Force in the 1600cc racing class.



— Alex Summers DJ  
Firehawk (PWPics)

The 2-litre division was all about Alex Summers, whose record-breaking run in the morning was just the start of a series of sub-record shots. One of the pioneers of forced induction in this class, Tony Hunt gave the supercharged Force everything but couldn't get within three seconds of the flying Firehawk, although he was happy to edge out both Steve Owen, sharing Nev Rollason's somewhat recalcitrant supercharged OMS 28, and Dave Uren's turbocharged Force, the latter pair split by a hundredth in the tightest of duels for third place.

Despite running on his own, Les Procter lowered his own pre-72 Sports Racing record in his immaculate Sebring Sprite – despite losing his windscreen wipers on the wet first runs! Ben Tranter edged out Robert Spedding by half a second in their shared Formula Ford Vector. Just eight of these rare racing cars were built, in 1993, by Dutchman Wiet Huidekoper who had previously worked for Dallara – in particular on their then revolutionary monoshock front suspension, of which that on the Vector shares a remarkable resemblance!

The usual host of Pirelli Ferrari contenders battled it out in a real sort-out on their drier second runs. Early leader Mark Wibberley took to the grass at Farmhouse in his 360 Spyder second time up and dropped to seventh place while Richard Allen, seventh at the break, came through for the win in his F355. Philip Whitehead charged up from fifth in his

F355 to grab second then with identical second run times, Brian Jackson's 308GTB took third on aggregate from Richard Preece's F355 by virtue of his better opening run.

Terry Everall took charge of a similarly healthy Westfield SCC class with a new record in his Megablade, Stu Hill's SEi charging up from fifth to relieve Derek Leetham of his runner-up spot and take the placing from Matthew Turner's Megablade by seven hundredths. This left Leetham, who failed to screw any more speed out of his 2-litre SEiW, to settle for fourth.

In the 'anything goes' B licence class for BARC Yorkshire Centre members, fourth on the road man Richard Archbould took the win on handicap in his Evo 6, while the outright pace was set by John Prickett's ex-Staniforth Quest Terrapin. Despite a failure to improve second time up, the Vauxhall powered machine just managed to keep out of the clutches of Sarah Holdsworth's Radical Prosport.

RESULTS:

FTD & Top 4 in Class May 11 2014

Final Web Results May 11 2014

Class 26 Results 11th May 2014

BHC Run Off Results round 5 Harewood

BHC Run Off Results round 6 Harewood

penned by **Jerry Sturman** – with acknowledgements to ***Speedscene*** magazine.

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### JIM THOMSON HILLCLIMB 7th June 2014

#### “Mogs Through the Fog!”

The morning fog never lifted over Stockton Farm for the Jim Thomson Trophy meeting, despite prayers for better weather across the paddock. As ever though, the adverse conditions scarcely dampened competitors' spirits at the famous Yorkshire hillclimb.

A turnout of both regulars and some new faces made for a varied paddock, from bike-engined single seaters to near-new hot hatches, there were machines to excite and interest all.

The day started as it meant to go on, with heavy fog and regular downpours. Where available, gazebos were erected from the get-go, and weather-proofing was first on the agenda.

A wander around the paddock early morning saw the last minute preparation of





- Simon Dawes Porsche 911 (Leon Wall)

some of the hottest machinery we've seen at Harewood. Some sights of note were the meticulous preparation of Richard Hargreaves' Mk2 Escort, the mean stance of Simon Dawes' Porsche 911 and the purposeful lightweight look of Colin Birkbeck's bare carbon-bodied Force 1100.

CG Motorsport-sponsored Class 1B enjoyed a bumper entry, featuring everything from 205 GTi's and the Renault 5 of Ian Butcher, to the S2000 of Mike Geen, who enjoyed a day filled with lairy rear wheel drive fun. The three top finishers at the end of the day, Simon Medley's 205 GTI sandwiched between the Renaults of Butcher (1<sup>st</sup>) and Russell Thorpe (3<sup>rd</sup>), proved how well-prepared hatches of yesteryear can compete with modern machinery, in this case the two S2000s of Mike Geen and Karl Jackson in 4<sup>th</sup> and 5<sup>th</sup> places respectively. We saw plenty of action from Class 1b all day, with a mix of VTEC screams, sideways moments out of Farmhouse bend, and front wheels scrambling for grip onto the main straight.



- Simon Baines Morgan Roadster (Leon Wall)

The Morgan cars joined us for the day, with an array of different incarnations of the everlasting classic. Conditions didn't suite the powerful Morgans but drivers tamed the 'Mogs' to put on a great show for the marque's many fans. Simon Baines pedalled his Roadster to

record a very brisk 75.30s and beat Alan Foster in his Plus 8 by over 5 seconds. The next 4 cars were within 4.2 seconds of each other, remarkably close in the conditions, and from different specifications. It just shows how competitive Morgan owners can be!

Morgans weren't the only one make class this weekend, with a mixture of cars



— Craig Hughes Reliant  
Scimitar SS1 (Leon  
Wall)

from the Scimitar & Sabre Owners Club braving the conditions for a day's motorsport. Craig Hughes in the Scimitar SS1 took the class win with a very respectable best run of 76.06 seconds on a slippery day. The SS1 is a marriage of reliable, powerful Japanese turbocharged engine technology and classic British sports car design, and clearly a hoot to drive in the wet!

Class 1c, for Road Modified Saloon and Sports over 2000cc was once again a fantastic mix of modern performance cars.



— Paul Anderson  
Mitsubishi Evo 7  
(Leon Wall)

Paul Anderson's Evo 7, benefiting from 4WD in the conditions, beat Francis Cooper's Impreza by a massive 5 seconds to take the class win, but behind them times were tight between the next three in class, with Andrew Sherratt, Paul Harrison and Peter Sherratt in vastly different cars separated by only six tenths of a second.

Ben Tranter, previously crowned "most promising" driver, had another successful day taking the class win in 5b, continuing to impress with a 73.47 beating shared drive Robert Spedding in the Vector TF93K by over a second. He's evidently a dab hand at setting his Formula Ford up and driving it in differing conditions as seen from his pace on track.

FTD was recorded on first timed runs by Richard Vaughan. The Jim Thomson was



— Richard Vaughan  
OMS PRSL (Leon  
Wall)

intended as a "test event" for the redesigned OMS PR for reclassification in Sports Libra. Class win for the renamed "PRSL" (PR Sports Libra) was a forgone conclusion as Richard was the only competitor left in class. Overall honors were not on the agenda until the first timed run, when a gamble on slicks paid off in a rare break from the downpours which resulted in a best time of 70.20. Threatening the FTD crown for the rest of the day was Simon Dawes in the evocatively voiced Porsche 911, consistently crossing the line with low 70s and peaking with a 72.22s, just two seconds shy of Richard Vaughan's best run. John Prickett took 3<sup>rd</sup> overall in his Quest Terrapin, bearing the marquee of the late, great Alan Staniforth. His best time was a very



quick 72.48s and John enjoyed consistently low 70 second bracket times all day.

As the day moved on, mistakes started to creep over some, and spectacular moments had marshals jogging through the rain to aid and recover! One man who didn't need recovering however was Simon Green, who chose to use his very quick Westfield as a makeshift plough to trial cut a rallycross style "joker" lap at the bottom of the hill into The Esses. After a determined return to the track unaided, he continued to push the limits of grip right to the top of the hill, despite the clear time loss from his detour.

The day ended with the Drivers' Awards Presentation, ironically under a clearer and much dryer sky. If only the weather had lifted in the same way earlier in the day! Spectators, competitors and marshals alike attended the presentation where FTD winner Richard Vaughan expressed his thanks to the marshals and organisers for putting on such a fantastic event every year. We would like to extend that thanks from all involved to organisers, paddock and track marshals who braved the conditions on the day and continuously volunteer their time to enable others to enjoy fantastic motorsport. Hopefully we'll have a sunnier day next year, but there's one thing for sure, weather conditions can't spoil the action in Yorkshire!

The FTD championship lead is now in the clutches of Ed Carter (on 19 points), who wasn't enjoying the conditions this weekend but up for the challenge. Both Paul Martin and Steve Owen are just 1 point behind (18 total) and the top 4 are separated by only 2 points. It's early in the season but the fight for the championship has already started to take shape.

Ian Butcher leads the Harewood Championship after another successful weekend; however young hotshot Ben Tranter is a close second within 3 points of the Class 1b leader. There's plenty of 1b metal in the top 10, showing just how competitive you can be in a speed championship from a close-to-road specification class.

**RESULTS:**

Harewood Championship 7 June 2014

FTD Championship 7 June 2014

FTD & Top 4 in class 7 June 2014

Final web results 7 June 2014

penned by **Matthew Vaughan**

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Classic and Vintage Hillclimb 8th June 2014

### Vintage Sunshine!

After a terribly wet day on Saturday the Vintage and Historic racers were greeted with wall to wall sunshine first thing on Sunday. The spring weather held throughout the day and the competition also hotted up. First Practice was a bit fraught taking over 2 hours but the competitors started to get into the swing of things and the first timed run took just over an hour.



— Class winner Ewan Getley (PWPics)

The Bentley Drivers Club Pre-War Cars set the ball rolling and it was Class Record Holder Ewan Getley in his 4.3 litre model that took a comfortable win from the similar car of Michael Littlewood. In the Post War class Paul Forty took the win clipping seven tenths off his class record in the process. Austin Sevens were next and Graham Beckett in his Ulster took the class with Greg Harrison second somewhat off his class record pace.

In Class V3 it was Steven Smith on his first visit to Harewood that went 'sideways to victory' as he flung his Meadows engined Nash up the hill. In Class V9 class record holder David Pryke took the win in his trusty Morgan with Geoff Toms (FIAT Balilla) second accompanied all the way by the scream of the Arnott Supercharger. Durward Lawson took Class V10 with Jonathan Mellor in second with "Beetle" a jet black GN/AC special.

In Class V14 Riley specials dominated. Rob Cobden won in the Falcon Special with Pete Candy second in "Super Rat". In Class V15 there was a welcome addition to the entry in the shape of James Baxter in ERA R4A. On his first run he clipped nearly a second off his class record as he kept the Wolseley Hornet Special of Tim Greenhill at bay.

In Class V16 Julian Grimwade took the win in his Frazer Nash Norris Special but it was



- Holy smoke! 'CW' in the Napier Bentley (PWPics)

Chris Williams who starred. Williams drives the Napier Bentley which has a Bentley chassis and a Napier Sea Lion engine of a meagre 24 litres, he leaves black lines out of most corners plus a really nasty smell of burnt rubber – it is wonderful!



- Gareth Frank in his Firenza (PWPics)

In the Classic classes Gareth Frank set a new class record in the Saloon Cars with his Firenza whilst in the Sports Car class Alan Foster took the win in his Morgan Plus 8.

In the Pre 72 Racing Car class Harewood regular Jolyon Harrison took the win in his



Richard Evans (March 742) (PWPics)

Brabham BT30 whilst in the 1972 to 1985 class Richard Evans demolished the class record in his immaculate 1974 Formula 2 March.

If you can only get to Harewood for one meeting in 2015 make sure it is the Vintage meeting as the variety of the cars and enthusiasm of the drivers take some beating.

#### RESULTS:

FTD & Top 4 in class 8 June 2014

Final web results 8 June 2014

penned by **Steve Wilkinson**

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A "new boy's" perspective. Taking part is fun!



— Nick Evans Jaguar  
E-Type 2+2 (PWPics)

**Harewood Speed Hillclimb.** How many spectators (all of them probably) have attended the events there and thought, "I would love to have a go ". My opportunity came on the 8th June and it was more fun than I could have wished for. Last year my former TR racing rival from the 80's **Geoff Mansfield**, now the chairman of Area 11 of the **Jaguar Drivers Club**, encouraged me to enter my 2+2 E-type (188) in the **Bo'ness** hill climb last year. After that baptism of fire, I now had a road going car that was prepared for participating, so it was logical to bring it to **Harewood** for my second hill climb, since I only live 40 miles away. Geoff campaigned regularly at Harewood in the 80's in a TR3a (now recently re-acquired) and now brings his C Type replica. That weekend however he was down at a **Prescott** "track day" un-timed

non-competitive event with the JDC, (which I did some years ago), so I was without his guidance on-site. I need not have worried since the friendly atmosphere at any Historic car event meant that the time between runs can be spent making contact with fellow competitors and people encountered at previous race meetings. The amazing mixture of machinery on view, from the Napier, through the Bentley's, ERA's, Fraser Nash's, Riley's, to Cooper S and Aston Martin were a joy to behold in the flesh. One fellow I chatted to wondered if our cars would still be running in 80 years time. I wonder and I do hope so. We are after all just "custodians" of the cars we currently own.

One "neighbour" TR3A driver **Colin Wilson** (186), I will meet again at **Bo' ness** in September for their 80th celebration event, as well as **Maurice Jennings** (114) who will be taking the Mansfield ex 80's racing TR3A (that Maurice rebuilt) which was competing on the Saturday in the rain!

My other "neighbours" were **David Summerson** with his famous Healy 3000 (187) who kindly explained the tricky parts of the hill to me, (it turned out he knows Geoff as well), and on the other side **Paul Wignall** with his Porsche 911 (189), a car that from the stickers has survived more rallies than I have had hot dinners.

Another car from the Wignall stable (Sunbeam Tiger) turned up fresh from the Three Castles rally around lunchtime, slightly dented but again an obvious survivor of many events. I felt somewhat humbled to be in such company, but at Historic Car events, there is hardly anyone you cannot speak to, unlike shall we say Formula One! Paul allowed more than one young lad to sit in his car and have his photo taken, such is the friendliness of the people at Harewood.

Following the signing on, the practice runs were interesting (?) and learning the hill is shall we say, a "**steep (series of) curves**". My second run earned me a "ticket" (delivered by the stewards in the friendliest of manners), when carrying too much speed to the last bend, meant that discretion was the better part of valour, and I chose to drive **outside** the marker posts, not wanting to demolish them! I was there however to enjoy the event, and I was also conscious of the fact

had to drive home! It was interesting to see that many of the competition cars are still driven to the track, compete and drive home, just like the old days!

The efficiency of the marshals, and the organisation in general, meant that **three** runs were possible, and I am pleased to say that I improved on every run. Another ten events, and I may, **perhaps**, do a *respectable* time (for the heavy, unmodified car that it is). I have also to comment on the efficiency of the computer system for seeing your times, including sector and split times, that the drivers can use at their leisure. The system helps you see where you are losing time. I remember the 750 Motor Club in the past, and the reams of paperwork that the poor officials had to **type** to satisfy the competitors. A great improvement from the past.

My advice to anyone with ambitions to participate with their pride and joy classic, is to **"have a go"**. The correct safety equipment for the car and driver being taken as read, (road going class) all you need is the will, and the Harewood team and fraternity will support you, I have no doubt. I had a great experience so my thanks to the Harewood team, the other competitors, and everyone who made it such a memorable and enjoyable event.

penned by **Nick Evans** (*E Type Jaguar 2+2 No. 188*)



# BARC Yorkshire Centre Times Online

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### CONTRIBUTORS

#### Writers

Don Chambers

Nick Evans

Jerry Sturman

Steve Wilkinson

Matthew Vaughan

#### Photographers

PWPics                      [www.pwpics.net](http://www.pwpics.net)

Steve Wilkinson          [srw48@btinternet.com](mailto:srw48@btinternet.com)

Leon Wall                    [www.LeonWallPhotography.co.uk](http://www.LeonWallPhotography.co.uk)

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TAIL PIECE



— Fiat Balilla (Don Chambers)