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CHAIRMAN'S ANNUAL REPORT 2020

This year has been a difficult and challenging year for us all. Our thoughts were, and still are, as the coronavirus pandemic continues to dominate our lives, with those who have been affected, are at risk or are working in key roles.

Motorsport UK announced a suspension of motorsport in late March in response to the national lockdown. We consequently cancelled Practice Day, which was scheduled for 29th March, and subsequently all the events planned throughout the summer months after Motorsport UK suspended permits until early July.

When motorsport was able to restart, the Yorkshire Centre committee was very proactive in its efforts to run events at Harewood, whilst being considerate of the views of members, marshals, competitors, local residents, etc. The newly formed Events Team also played a key part in getting us up and running, being creative in responding to the challenges of running Covid-secure events, whilst our admin team responded to the demands of on-line entries, signing-on and the plethora of briefings and updates which were circulated for each meeting.

We managed to run 4 hillclimbs in August and September, all of which were well received by

competitors and marshals alike for providing competitive sport in a safe and enjoyable environment. The experience gained this year will put the Centre in a good position to run a full programme in 2021, subject to the climate permitting competitive motorsport, even if some restrictions remain in place.

We decided not to run the Harewood Hillclimb Academy this year. Our unique format relies on the depth of feedback that can only be given from inside the car and this was not feasible within the guidelines set out for these events.

Our financial performance was clearly not comparable with recent years, due to running events with a reduced entry and no spectators. However careful control of our costs meant that we were able to preserve our sound financial position, a real achievement in the circumstances.

This year, more than ever, I would like to praise and thank the Centre Committee, the Events Team and the many other volunteers who give their time to the Club. The level of teamwork has been the stand-out feature of 2020 and I look forward to working with such a committed team in 2021.

Tim Wilson

Chairman, BARC Yorkshire Centre

15 November 2020

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NOTES FROM THE EDITOR

So that's it, the 2020 season is over, and members are lucky that the organizing team was able to make the best of a difficult situation to put events together at short notice.

I hope that you'll join me in applauding Peter Herbert for his contributions to recent magazines, and I trust that he'll provide us with more interesting articles in the future. However, I can't believe that he's alone in having interesting stories to tell, so I also hope that over the off season you'll put metaphorical (or even literal) pen to paper and share yours with us. They could be short, amusing anecdotes, lengthier articles about motor sporting events in which you've competed or even technical articles. Just about anything so long as it can't be construed as being offensive.

We can't know how 2021 will shape up and if Harewood events will have to remain 'Covid Specials', but for now the message from the editorial team is, 'Stay well, stay positive!'

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SUMMER HOLIDAY HILLCLIMB 30th AUGUST 2020

Once again this event was run under COVID 19 restrictions, but this did not deter 96 competitors entering a wide selection of machines, the Road Cars/Series Production entries being particularly numerous. The absence of class records did not diminish the competition within classes.



Jonathan Varley took the GWR Predator to FTD with a time of 51.18 seconds from Steve Owens OMS 28RPE with Harry Pick coming a close third.

Excellent team work by all the Marshals,

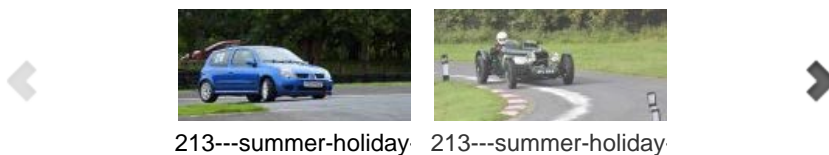
Officials and the hard working Organising Team meant a good day's motorsport,

allowing competitors to get in two practice runs and four timed runs whilst the weather stayed dry for the day.



From the pen of our Harewood correspondent, photos by JCB Photography

Summer Holiday Hillclimb photo gallery by JCB Photography



Summer Holiday Hillclimb photo gallery by Phill and Marcus Andrews

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YORKSHIRE HILLCLIMB HEROES – JAMES THOMSON

Becoming British Hillclimb Champion at just 20 years old is unusual. To be in only one's first year in a powerful single seater remarkable. But the fact that Yorkshire's third national title holder's only previous competition experience was at the wheel of a Vauxhall Chevette is quite amazing.

James Thomson was the eldest son of Jim Thomson, Managing Director of industrial bead blast and cleaning equipment manufacturers Guyson International and an enthusiastic speed event competitor.



— The Guyson Chevette in Jim Thomson's hands,

At the age of 18, James was invited to share his father's Bill Blydenstein-built Gerry Johnstone tuned Chevette HS in a local hillclimb, and immediately the youngster displayed a level of aptitude and skill far beyond his years. In just his first full season he was only narrowly beaten by Jos Saddler in the Autofarm Porsche 911 to the 1979 Guyson BARC Championship title.

The following year James continued to impress, despite slipping to third in the BARC series behind Charles Barter's Davrian Imp and George Swinburn's Escort RS1600. Time to move on.

It was, and remains the case, a hillclimbing tradition that one does not drive a top line single seater until serving an apprenticeship in the lower capacity classes. But nobody seems to have told the Thomsons, and for 1981 Jim purchased Martyn Griffith's sweet handling Pilbeam MP40, complete with 2.5 litre Hart, for James to contest that year's British Hillclimb Championship (BHC). The car was re-painted in the yellow and red Guyson colours and re-christened the MP40K in recognition of its preparation by Peter Kaye, a former Dealer Team Opel engineer. Kaye himself had been a BHC front runner, and indeed a likely champion, until he destroyed his Pilbeam MP31 in 1979 during a huge accident at Barbon, from which he was fortunate to walk away.

James' championship year was a sensation, a calm undemonstrative approach serving him well against such seasoned protagonists as Chris Cramer, David Franklin, Martyn Griffiths, Roy Lane and Alister Douglas-Osborn. He won eight of the sixteen rounds, and became not only the youngest British Champion to date but also winner of the RAC Award of Merit, Birmingham Post Top Ten, Guyson BARC Top Ten, and Harewood BTD and Hill titles.



— James Thomson in the Pilbeam MP40K, Orchard Corner Harewood, 1981 (Geoff Clark)

Then, just as quickly as he had arrived, James left, setting his sights on circuit racing for 1982. But that did not begin well, the Formula Ford 2000 team chosen folding mid-season despite some top six finishes by James. Some guy called Senna did all the winning. So James returned to the hills to contest the odd event, sharing the MP40K with his father. He hadn't lost his touch, and at the Easter Harewood set a new course record, while later there was a BTD at Doune.

For 1983 James signed with Rushen Green Racing to drive a FF2000 Reynard 83SF, scoring his first race win in Ireland. The following season there was a switch to Sports 2000 with a Richard Dutton-run Royale RP37. He was to thrive, and following a close battle with Sean Walker and Mike O'Brian clinched the championship with five wins. Then he walked away, this time for good.

After the early death of his father, James became Managing Director of Guyson, a company that still flourishes. His son Jimmy is now the racer in the family, competing on circuits throughout the country with a Ginetta G40 run by Yorkshire-based W2R Motorsport. James' younger brother Tim, no mean driver himself and a former Scottish Hillclimb Champion, remains involved in the sport as Clerk of the Course at Doune, while the name Guyson still features prominently as sponsor of the Scottish Hillclimb, Sprint and Speed Championships.



— James Thomson and Andrew Hepworth with the restored twice British title-winning Guyson Sandblaster Special (Photo courtesy of West & North Yorkshire Business)

Article by Peter Herbert

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ACESPEED MOTORSPORT HILLCLIMB 19th SEPTEMBER 2020

This event saw more changes to the COVID-19 requirements, which now included mandatory wearing of face covering across the venue. An innovation for this event was the addition of a "Saturday Shootout", marks being scored against a bogey time.



John Prickett took first place with 20.04 marks earning him the £100 prize money,

19.92 marks and £50.

Second place went to Steven Darley with



Sean Gould was third on 19.65 marks and taking home £25, as well as setting FTD in the Gould GR59bj with a time of 48.39 seconds.



A good selection of vehicles in the various classes saw keen competition throughout the day. A total of 85 entrants enjoyed two practice runs and five timed runs due to the excellent organisational skills of all concerned.



It was good to see Acespeed Sponsor Andy Harrison out in his Mini Cooper Works

From our Harewood correspondent, photos by JCB Photography

Acespeed photo gallery by JCB Photography



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Acespeed photo gallery by Phill & Marcus Andrews



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PHOTO GALLERIES

Some photos courtesy of the Harewood Hillclimb Website

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September weekend photogallery by Captureyourcarphotography



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Some of our Orange Army in action this year – thank you for all your efforts!

Photographs in the gallery by JCB Photography





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SEPTEMBER SUNDAY “SHOOTOUT” HILLCLIMB 20TH SEPTEMBER 2020

The final event of the year, again run with COVID-19 precautions including the use of face coverings and the addition of a “Sunday Shootout”.



marks to get the £50.

This time the Shootout had Steven Darley taking home the £100 with 20.22 marks.

James Kerr in second place with 19.63



Sean Gould was again in third with 19.28 marks and £25. As seen on the previous day Sean Gould set FTD with a time of 48.76 seconds.



Despite several incident and red flags during the day the 88 entrants still managed to have two practice runs and five timed runs. Thanks are due to the skilled Organising Team, all the Marshals and Officials not to mention the support of our many competitors for a successful 2020 season, even if it was a short one.

Lets hope for better things next year!

More from the pen of our Harewood correspondent, photos by JCB Photography

Sunday 'Shootout' photo gallery by JCB Photography

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Sunday 'Shootout' photo gallery by Phill & Marcus Andrews



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CARAVAN CAPERS

Not many years ago the Harewood season would conclude with a meeting luxuriating under the name of the Speed Classes Forum. Its stated objective was to discuss, in a rational and civilized manner, the class structure for the following season at Stockton Farm, taking into account the effectiveness and popularity of the existing format. In reality it was a battlefield, as every competitor to a man, or woman, fought tooth and nail for a class that favoured their particular car.

The choice of venue was usually a small hotel just off the M62, strategically placed on the edge of the Pennines to allow truculent Lancastrians and argumentative Yorkshiremen to re-enact the War of the Roses. Rarely was any consensus reached, so things generally remained the same, but what is beyond doubt is this, absolutely nobody lobbied for a towed caravan class. And yet, on 9 September 1973, when Harewood hosted the penultimate round of that year's British Hillclimb Championship, that's exactly what they got.

Who exactly came up with this gem of an idea is unclear. However, it was at a time when the caravan industry was keen to shed its Terry and June image and a reputation for providing mobile chicanes on Bank Holidays. The National Caravan Rally pioneered the offensive, progressing from gentle slaloms and a concours d'elegance on a grassy Caravan Club site to a full-on competition that included a

night road rally followed by special stages on racing circuits. The BARC then picked up the baton and organized a series of towed caravan races, attracting a fun-loving selection of racing and rally drivers sponsored by leading caravan manufacturers. Things were becoming serious.

So against this background six cars and caravans rolled up at Harewood that Autumnal Sunday to compete against the clock over the hill's 1090 yd (997m) original course. The Caravan Club provided a scrutineer and an observer to ensure the best china hadn't been swapped for lightweight polystyrene cups and the 'vans were proper production items, then the fun began.

Yorkshire rally drivers Anne Hall, Colin 'Dan' Grewer and John Heppenstall were present to uphold local honour, towing two Bessacarrs and a Bailey behind a Rover 2000, Volvo 131 and BMW 3.0 Si respectively. Kentish rally driver Dick Mullis chose a supercharged Cortina GT to haul his Bessacarr, while two more of the same were pulled by Anthony Peatfield's Capri and Harry Mellor's Volvo 146.

In terms of grunt, Heppenstall had a clear advantage with the BMW, but that wasn't going to stop the others door handling their vehicles as if there was nothing in their wake, and even the likes of David Hepworth, Roy Lane and Nick Williamson dropped what they were doing to their big single seaters and dashed to the paddock edge to watch. Inevitably old rivals Grewer and Heppenstall were in 'win it or bin it' mode, and their innocent caravans were treated to 45 degree drifts through Willow, trips on and off the grass, and even became airborne on several occasions. Then the inevitable happened, and 'Desperate Dan' parked his Bailey Mikado on its roof as it wagged its way out of Farmhouse, leaving Heppenstall to pocket the Cara Cars Trophy and twenty five quid.

This was all great fun but never to be repeated, despite combatants at the following Speed Classes Forum arguing in favour of classes devoted to towed gun carriages, horse boxes and boats for the following season.



— The lengths to which caravaners will go to secure that treasured pitch by the lake ... (Photographer unknown)

From the pen of Peter Herbert

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TAILPIECE



- Sadly, this is the most that your competition Secretary Chris Seaman and the September 20th Stewards can manage now! (JCB Photography)

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