



YORKSHIRE CENTRE TIMES



BARC

Issue No 76

APRIL / JUNE 1999

CHAIRMAN'S LETTER

Dear Member

The competitive season has started since I last wrote and we enjoyed successful meetings at Easter and both days in May. I was particularly pleased some of the RAC Championship contenders came to Harewood after Barbon - a practice which used to be common place - and which we hope will become popular again. What is very encouraging is the number of drivers who are trying hard - unfortunately it results in a lot of falling off.

The Driving School has had a good start and continues to help competitors to improve as well as introducing newcomers to our sport. Places are still available for June and July.

I am very grateful, on behalf of the Centre, to Jenny Woodfield who has written a whole new entries and results computer system, which is excellent. The committee now hopes to develop a new computerised timing system for the new millenium.

On the track safety front, new 'Recticel' barriers are to be placed at key points on the track to further improve the safety of the course.

In conclusion I would remind you to make a date in your diary for the last Annual Dinner Dance and Award Presentation of the 20th Century on 20th November 1999 at the Oulton Hall Hotel.

Have a good season

Kind regards

Simon

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 July 9th 1999 please.
Mrs Pat Kenyon, 'Hillside', West Lane,
Holdworth, Loxley, Sheffield, S6 6SN
Tel: (0114) 234 0478

ADDITIONAL HAREWOOD EVENT

Sunday 27th June 1999

BARC Yorkshire Centre are running an extra event in conjunction with MG Car Club.

This event will not count for the Harewood Championship.

The event has 17 MG classes, TR class, Ginetta class, Historic Lotus class and 20 Sprint based classes, so the capacity splits are somewhat different to what you might expect at Harewood.

Regulations are available from
Jim Garvey
Beechcourt
394 New Street
Biddulph Moor
Stoke on Trent
ST8 7LR

(Telephone number not supplied)

Closing date for entries is 6th June 1999
Entry fee is £65

MARSHALS URGENTLY REQUIRED FOR THE ABOVE EVENT

Contact Tim Bendelow on
01423 340595 (evening)
as soon as possible

EASTER HAREWOOD

Tim Wilson

An uncharacteristically warm Easter Sunday welcomed a capacity entry to the opening round of the 1999 Yorkshire Auto Trader Harewood Speed Hillclimb Championship. A brave decision by BARC to allow 155 starters would test the slick organisation and they were not to be helped by numerous 'offs' and a few timing gremlins, but the last straw was an exploding MGF engine.

Single seater drivers queuing for their final run, already contemplating how they could fit lights as daylight diminished, watched in amazement as the MGF trailed a plume of oil smoke all the way from Country to Farmhouse. The organisers were left with no option but to cancel the meeting and declare all the 3rd runs void.

By this time most road car drivers had left and what a turnout we had in the early classes. Road cars dominated the paddock with 90 cars in the first 4 classes, boosted by contenders in the popular CCC Speed and Rover Mower Midland Championships.

In Class 1 Harewood regular Geoff Goodwin held off the visitors all day in the Midget. His 2nd run time of 71.48 resetting the first of three Road Car class records. Daniel Pinder had a tougher day, only 4th quickest in practice and failing to post a time on his first run, the rapid Nova driver finally got it together to snatch 2nd from the Mini of Midland Speed Champion Dave West. Clare Sullivan lowered her best time by almost 3 seconds to take the lead in the Ladies Championship ahead of last year's champion Jenny Woodfield.

Class 2 favourite Bobby Fryers showed a clean pair of Clio wheels to the hordes of 2 litre road cars, running beneath his class mark most of the day, enough to earn him the championship lead by close of play. Phil Hall reduced the lead slightly, the Elan driver trailing by 1.71 seconds.

As usual Class 3 produced an impressive array of wild road cars and plenty of entertainment on the track.... And off track! Jonathan Mounsey had shown his hand on Practice Day with an impressive 66 second run but got his championship off to a good start with a well-earned record breaking opening run. The Settle Cossie driver didn't let up, his 2nd run also below Richard Jackson's record, but probably wished he had as his 3rd climb ended prematurely with a high speed spin into the Quarry gravel trap. In his words "if you don't go off, you're not going fast enough!" Past

Harewood Champion Richard Hargreaves also neared the record, the aggressive Lancer Evo heading Malcolm Pinder's recently modified Impreza WRC.

A grand total of 31 tyre squealing Kit Cars battled for honours in the closest fought class, Linden Spencer coming out on top for his first Harewood win in the Westfield Vauxhall. Andrew Stokes had also opted for Vauxhall power in the silver Caterham and the extra 100BHP tested the young Lincolnshire driver's reactions (as well as his tyres!) as he joined the 'Sub 66 Club' for 2nd place. Tony Brumfield was fortunate to hang onto 3rd after being topped by Chris Bentley with a stunning 66.90 final climb, later declared void, in the underpowered (but well set up!) Westfield. Dave Banner failed to repeat his practice day form finishing 7th whilst the similar Westfield of Steve Dunn suffered a recurrence of the engine problems that had forced a rebuild in the days prior to the event.

A lack of competition in the unlimited Kit Car class did not detract from Jon Butterworth's win with a spirited 66.33 second climb in the 1800 crossflow Caterham. Stephen Miles chased hard in the less conventional Robin Hood.

The first of the Modified classes were merged pitching 1380 BL power against the 2 litre cars. Always entertaining, Paul Nutter put the distinctive yellow Escort to the fore when it mattered, ahead of practice leader Dennis Crompton's familiar BMW 2002.

Competition was even closer between the big red sports cars in the unlimited class. Familiar class leader Haydn Spedding saw his comfortable practice lead diminish as the battle for runner-up intensified. Richard Spedding threw the mighty E Type around to snatch 2nd from John Green's hardtop version, leaving Claude Spencer to bring up the rear.

In the most popular of the Racing Car classes, swelled by newcomers to the formula, Van Diemen's dominated the placings. Early leader Tony Metcalf was demoted by Jonathan Rhodes' 63.04 second climb although Metcalf's record was never challenged. John Moulds had swapped his Pilbeam MP62 for an RF81 to finish 4th followed by ex CCC Champion Andrew Barrett, last seen hurling a BMW M5 Estate around the sprints and hills.

A small class of MG cars was dominated by the rumbling MGB V8 of Terry Pigott but it was one of the MGF's (no names!) that was to have the most profound effect on the meeting when its engine let go, preventing the safe running of

subsequent classes.

Favourites in Class B, the Newton Brothers, had a fraught day with the 2 litre BDA Westfield, but a 60.71 climb secured the win for David ahead of the Caterhams of Dave Kilcoyne and Class 4 convert Tim Wilson.

The small capacity Sports Libre class was as usual a close contest between Peter Green's Centaur and the self developed GPC of Geoff Peters. Peters took 2 seconds off his practice time to snatch the win from the pretty Centaur. David Brewis was best of the rest in his Maguire Metro.

Jon Waggitt's lead in the 2 litre category was never tested, his committed 59.32 climb in the Ward WD9V giving him a 7 second margin over Derek Hodder's Westfield. Les Procter debuted the latest OMS SC2 Turbo but teething troubles left him sharing his old car with new owner David Chambers in Class E.

In a sparse unlimited category Mike Sidgwick's 2.8 Pilbeam MP43 was pitched against the 4.6 litre Thundersaloon powered YKC of Don Burt. Still getting to grips with the big sports racer, Sidgwick was able to pull out a safe lead from Burt's rumbling road car.

Only 2 slick shod open wheeler classes were attracted to the season opener but competition did

not suffer. Regular class leader Dave Kitching stayed ahead of the screaming bike engined racers, chased hard by the similar but small engined Jedi of Glyn Sketchley who managed to demote the rest of Class I with a 62.32 climb, good enough for a Top 10 Championship placing.

In the larger single seater class, last year's FTD Championship runner-up was never pushed. A 58.33 best giving FTD to Jamie Hylton. Duncan Pierce put his familiar Ralt at the head of the 2 litre cars narrowly beating the Vauxhall Lotus of class newcomer Matthew Pinder.

Class	Name	Car	Time
1	Geoff Goodwin	MG Midget	71.48
2	Bobby Fryers	Clio Williams	68.40
3	Jonathan Mounsey	Sapphire Cos	65.76
4	Linden Spencer	Westfield	66.16
5	Jon Butterworth	Caterham	66.33
6+7	Paul Nutter	Escort	64.49
8	Haydn Spedding	Jaguar E Type	64.70
9	Jonathan Rhodes	Van Diemen	63.04
15	Terry Pigott	MGB V8	72.51
B	David Newton	Westfield	60.71
C+G	Mike Sidgwick	Pilbeam	62.40
E	Geoff Peters	GPC	63.66
F	Jon Waggitt	Ward WD9V	59.32
H+I	Dave Kitching	Jedi	60.41
J+K	Jamie Hylton	Malan	58.33
FTD	Jamie Hylton	Malan	58.33

MARANELLO MAGIC

Harewood Open Meeting

Saturday 8th May 1999

Brian Kenyon

After the monsoon of the previous evening, Pat and I were left soaked to the skin (we couldn't have been wetter if we had jumped into a swimming pool with our clothes on). The heavy rain continued throughout the night and it was a relief when we woke in the morning to find that the hill was still intact and not washed away in a mud-slide. What's more, it was dryish with a hint of sun.

The track was drying out nicely and some of the drivers in the early classes set their quickest times on their first runs. Because of the small entry, Classes 1 and 2 were merged but it was the smaller engined Peugeot of Kenneth Barker that emerged in front of Adam Walker's Class 2 Ford Escort.

Class 3 was all about the Japanese rally clones and Malcolm Pinder's WRX ST1 Subaru kept its air dam ahead of the Impreza of Mark Warren, while Mike Shepherd-Smith's similar Impreza had Jonathan Mounsey's Impreza climbing all over its spoiler. One and a half seconds separated the four battling Subarus. Impreza OK!

The Road Modified Kit and Replicas up to

1700cc was more or less a who's who of ex Driving School candidates. With only one successful climb, Andrew Stokes, in the ex-Caterham race car now fitted with a Vauxhall replacing its K Series, really threw the gauntlet down with a storming 66.50s run. Just over a second behind was the Ford engined Westfield of Nottingham driver Dave Banner. Dave is now clawing back some of his competitiveness after the last event when newly buffed tyres proved his undoing. Jenny Woodfield has benefited from a test session in the Caterham she shares with Andrew Stokes. She now feels that she is driving the car and not the car driving her. Jenny leapt up the field and has now become a force to be reckoned with in Class 4.

Classes 6 and 7 were merged and John Casey's red rocket was quick, straight out of the box. His mouth watering red 1293 Mini Cooper proving too rapid for the supercharged VW Polo G40 of Damon Gray.

The heavens opened just as the 24 Ferraris were about to take to the track. The downpour only lasted around five minutes but the damage was done. Although Harewood recovers quickly due to its open characteristics, the first runs in this class were a washout. Centre Chairman Simon Clark had set a class leading 68.56 on his second run. The

really quick times were set on the third runs and Robin Ward came close with 68.65 so Simon, an instructor at our Driving School remained ahead of Robin, a pupil at our April school. Not sure of Robin's time, Simon threw caution to the wind on his third run. He outbraked himself at the Esses and emerged from behind the tyres at Chippy's to set, what was to be, STD - 118.54. Geoff Dark. John Marshal and John Swift were the last of the sub 70 second runners and secured the minor placings. I now have a lot of respect for the Ferrari drivers, having sat alongside a good number of them at recent Driving Schools. They really go for it in their priceless automotive treasures.

New to Harewood was the Lotus Seven Club class for Lotus and Caterham 7 cars. James Fielding's Caterham 7 just shading the Caterham Superlight of Malcolm McGovern by 0.08s. Jon Butterworth's Caterham 7 was a further 1.25s in arrears.

Only one Newton brother was out to play in the merged Class 5 and B - Peter was at home earning brownie points building a conservatory. David defended the family honour in style, his Westfield proving too quick for the Superlight of Harewood newcomer Howard Redhouse by nearly 0.5s. With more experience on the hill, Howard may be able to shatter the Newton domination of this class.

The two Sports Libre and the Hillclimb Supersports class were merged, Jon Waggitt in the Class F lime green Ward was the only driver to break 60s with 59.00. Of the two Mallock drivers, Tim Daniel was a second quicker than Tim Elmer in their shared car.

Barry Moignard ensured that his long trip from Jersey was worth while and headed the merged Class C & G with 62.76 in his 3500cc Skoda Coupe.

At last a class that wasn't merged and Mark Budgett proved that you only need one run to win, for after his first he didn't appear again. His 62.67 was nearly equalled by John Halstead's smaller engined OMS while the evergreen Allan Staniforth rounded off the top three in Class I, Racing Cars up to 1100cc.

Mick Lancashire is another Jersey regular at Harewood, his Class J Argo was understandably 10s faster than the Formula Ford of Bob Carrick.

Andrew Henson in his Ralt RT3 was made to work for his pot in Class K for Matthew Pinder's Vauxhall Lotus was only 0.8 in arrears.

A lonely runner in Class L, Chris Merrick snatched Fastest Time of the Day on his 3rd run with 58.38s to round off what had been, an extremely enjoyable day.

RESULTS

Class	Name	Car	Time
1+2	Kenneth Barker	Peugeot 106	75.86
3	Malcolm Pinder	Subaru WRX	67.79
4	Andrew Stokes	Caterham	66.50
6+7	John Casey	Mini Cooper	68.94
10	Simon Clark	Ferrari 328GTS	68.56
19	James Fielding	Caterham 7	66.41
B	David Newton	Westfield SE	60.81
D+E+F	Jon Waggitt	Ward WD9V	59.00
C+G	Barry Moignard	Skoda Coupe	62.78
I	Mark Budgett	DJ ADS1	62.67
J	Mick Lancashire	Argo	65.83
K	Andrew Henson	Ralt RT3	60.15
L	Chris Merrick	Ralt RT1	58.38
FTD	Chris Merrick	Ralt RT1	58.38
Novice FTD	Tony Briggs	Royale RP30	63.69

PADDOCK CHAT

- * The present Harewood Hillclimb School team featured prominently in the results of this event in 1990. Simon Clark finished a close second in the Ferrari class driving a 328GTS whilst Brian and Pat Kenyon took the top Marque class placings in their Austin Healey Sprite, Brian taking the class record with a 45.27 climb (short course, remember!)
- * Meanwhile at Barbon today the rest of the team showed their class. Chief Instructor David Grace reset the class record before winning the second championship run off. John Green put the E Type ahead of fellow Harewood regular Haydn Spedding to finish 2nd in class while Tim Wilson boosted his Leaders Championship points tally with 2nd in the 2 litre Mod Prods.

NEW RECOVERY VEHICLE

As competitors like to visit the scenery regularly, the Centre's committee have invested in a new, to us, recovery vehicle. This is fitted with a hi-ab, so if you put your car in the upper branches of a tree, we'll be able to recover you! - all very Formula 1 - but part of the on-going improvement campaign that your progressive, forward thinking committee have embarked upon.

MARSHAL ARTS

John Green

Sunday 14th February was Marshal's Training Day at Harewood. I went along bright and early thinking I might be able to help set things up. It was ten minutes past eight when I got to the clubhouse to find the fire blazing away, the chairs set out and the water boiler almost ready for the coffee ceremony. Clearly Tim Bendelow and his band were much brighter and earlier than I was.

Tim welcomed all those participating, introduced the instructors, and outlined the day's programme. This commenced with general sessions for experienced marshals and novices given by Nick Dilley and Mike Shorley respectively. After this, small groups had the opportunity to cover five separate sessions in rotation. These included:

1. Startline Procedure

David and Wendy Clay and Bruce Woodhead had set up a dummy startline in the barn so that the intricacies of lining up a car correctly and understanding the needs of the timekeepers could be explained.

2. Incident Procedure

As the rescue unit was busy at Oulton Park this session consisted of the initial steps needed to render an incident safe - red flag procedure, alerting race control, fire-fighting standby, switching off vehicle electrics etc

3. Radio Procedure

Bob Wright took the marshals through this subject explaining the controls on the set, the interface with race controls simplex working and the need for discipline in radio use. Speaking of discipline, I met Caroline Marston, who enforces a strict regime in the paddock, particularly with those competitors who are late arriving for their runs. Caroline gave me her pork pie at lunch, I promise never to be late again!

4. Race Control

Paul Pocklington and Stuart Gaughan explained the workings of race control and emphasized the limited view of the course that controllers have, hence the need for good communications. Also control is responsible for releasing cars from the start. So next time you're kept waiting on the startline, don't gaze expectantly at the time-keepers as control may be aware of a problem somewhere on the track that the timekeepers can't see.

5. First Aid

With all my vast medical knowledge, a basic first aid certificate that is, I endeavored to cover airway, breathing and circulation. I was assisted

by the lovely Anne (not a Page 3 girl but Resuscianne).

At the conclusion of these sessions, Centre Chairman, Simon Clark thanked the marshals for attending and for their dedicated and selfless work throughout the season. In his address he referred to Anne as a 'blow-up doll' I could see that she was upset at this, almost broken-hearted. Don't feel too bad Simon - Anne comes with a spare heart, and three sets of lungs too!

The afternoon session was devoted to Fire-fighting Theory and Practice. After an explanation of which extinguisher to use and why, the marshals had the chance to extinguish fires. Fires were first set in metal trays, then a scrap car was fired to give more realism.

Tim Bendelow, Mike Shorley and their colleagues had put together a splendid day which was well organized. I can commend it to any competitor who wants to see hill-climbing from the other side of the steering wheel.

Quote of the day "It's too early, it's too cold. it must be Harewood" I think he'd been before.

BACK BY POPULAR DEMAND, PETER HERBERT'S BUMPER EARLY SUMMER SALE!

Be first across the line in Ninety Nine - with apologies to A Staniforth.

Still no bumpers in stock, but plenty of nose cones and bonnets for standard chassis Westfields:

Unpainted kevlar nose cone and bonnet

£200 each.

Where can Formula 1 technology be found cheaper?

Yellow painted GRP nose cone and bonnet with cut out and ducts. To suit Ford crossflow

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Ideal spares for those red mist moments.

Four Avon A39 wets (7.2 / 20 / 13) on 7 x 13 Revolution alloys, Ford fitting. Hardly used due to such dry British summers, a snip at

£350 the lot.

Pair of additional similar 7 x 13 Revolutions

£90 the pair

Pair of used 9" x 20" x 13" Avon A39 hillclimb slicks.

Many quick times left in them

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Set of forged Cosworth pistons for Ford 1300. First class condition and half new price

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Set of cast pistons for Ford 1300, standard size plus 60 thou

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Leather flying jacket (ex Biggles) 38" chest

£75

*Tel: 01325 377125 for an
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Dorris, Mont Ventoux, Pikes Peak etc.*

COULTHARD IN SHOCK SILVERSTONE DEFEAT - NOT!

David Coulthard

Every year, for the past 47, the MG Car Club has held a race meeting, come classic car event, at Silverstone. For 1998 the event, imaginatively entitled "Silverstone'98", was to include a sprint. In a rare excursion outside of Yorkshire, I decided to enter.

Having gained an entry, the first problem was how to get my trusty MG Midget the 150 miles to Silverstone? Despite being road legal, the Midget is not a comfortable car to drive long distances. 30 miles to Harewood is OK, but a 300 mile round trip was just going to be too painful. Hiring a trailer and tow car seemed the logical option.

The trailer was no problem but obtaining a suitable vehicle, with a tow bar, defeated me. Eventually, I resorted to hiring a vehicle recovery lorry to transport the Midget and myself to Silverstone on Friday, collecting me on Sunday evening. A relaxing, if somewhat expensive, option!

Remembering the so called "summer" we had last year, the bloke who organises the weather for British motor sport was obviously having the weekend off, as we (me, the Midget, girlfriend Helen and her MGF) arrived at Silverstone in glorious, late Friday afternoon sunshine. Better still, the forecast was for more of the same throughout the weekend.

With the tent pitched (a first for me since I left school 18 years ago...) it was time to explore the Silverstone complex. The camping area was full of what seemed to be examples of every MG built, with models dating from pre-war to the latest MGF. A beautiful June evening was spent drinking in the atmosphere and pints of Old Speckled Hen (which, as you may know, is named after an old MG saloon).

Saturday morning dawned dry and bright, if somewhat early. Camping and me just don't get on! And have you noticed how far a snore can travel during a calm night? However, by the time practice started for the day's race meeting, a steady rain had started to fall. So much for the weather forecast. However, the rain soon stopped and just served to mix up the grids for even more entertaining days racing.

The race meeting element of the weekend brings together all of the various MG championships, from ex-MG Metro Cup cars, (including one being driven by Tiff Needel, doing a report for Top Gear) to historic racers that graced Brooklands (boy, are those cars LOUD!) A full

programme of 11 races on Silverstone's full Grand Prix circuit was completed without major incident, despite the drivers obviously enjoying themselves.

Scrutineering for the sprint, which was to be held the following morning, was at 18.00 in the pit area and paddock. This is the first time I have been scrutineered indoors! A split grommet in a bulkhead almost earned me the motor sport equivalent of an "early bath". Fortunately, a roll of good old tank tape saved the day and we were passed fit to compete.

I then took the opportunity to walk the course. The sprint was to be held on part of the GP circuit. It started just after Bridge, then left round Priory and Brooklands, the never ending right of Luffield and on to Woodcote, with the finish just beyond the Grand Prix finish line, under the pedestrian bridge.

We then turned sharp left at Copse back into the pits, effectively driving the wrong way down the pit road to return to the assembly area. During the walk, I diligently identified my turn in, apex and exit points and logged them away for the following day's event.

Once again, Sunday dawned dry and bright, but this time it stayed that way. The meeting got underway with the traditional convoy run. The object of this exercise, I was assured, was to help me identify the marshals posts. To this day I still don't remember seeing the marshals. It was during this run that I actually realised just how wide Silverstone is. It's like having the MI to play with all to yourself.

The first of two practice runs then followed. It was during the first practice run that I realised my choice of tyres was wrong. Having decided on one at each corner 'I'd obviously got the size wrong! I was using my 'rubber band' 50-series tyres but this made the gearing way too low. I spent most of the run through from Woodcote to the finish line holding the engine off the rev. limiter in fifth gear (yes, I did say fifth!) and hoping the engine's internals didn't suddenly put in an appearance. My standard 70-series road tyres would have given me a far greater top speed.

It was also at this point that I worked out that walking the course was a complete waste of time. When you're used to having a track the width of Harewood to work with, the vast expanse of a GP track was just too much. Each run I made saw a different line into every corner. Try as I might, I couldn't make the car, (OK, me) use all of the road, as I was instructed at Harewood's school.

In what seemed like a moment (but was, in fact, four hours) the convoy run, two practice and three timed runs were over, the idiot proof nature of the course contributing to the smooth running of the event.

I was never going to stand an earthly chance of winning. The five-speed gearbox fitted to my Midget puts me in the 'Road Going Specials' class of the MGCC Championship, so I found myself up against a 3.9 litre MGB and a supercharged Rover K-series powered 1800cc Midget. However, a missed gear on the final run, and a couple of demon runs from my two closest rivals, saw me drop from fifth to seventh and my customary Harewood position, last.

The rest of Sunday afternoon was spent avoiding other reckless MGF owners during the so called parade laps (a.k.a. 'full race') of the National circuit in Helen's 'F'. Before long, the recovery truck had arrived to take us all back to Yorkshire and 'Silverstone 98' was over for another year.

I understand this year's event, unsurprisingly called 'Silverstone 99' will feature two rounds of the MGCC Speed Championship. On Saturday, we'll sprint round the short Stowe Circuit, with the Sunday event using part of the Grand Prix circuit, described above. The weekend of June 4th and 5th is already marked in my diary.

My Bank Manager, will be please to hear I've already started looking for a suitable tow car to hire. Roll on June.

SKY HIGH

I'm sure that ex-Club Secretary and Vice Chairman Harry Mason would be the first to admit he is not in the first flush of youth, but this does not worry our intrepid Harry. At a recent Harewood, Harry was bubbling with enthusiasm as he related his tales of flying a Pitts Special, one of THE aerobatic planes. So if, in your travels out and about in Yorkshire, you see a plane looping the loop, you will know that it's Harry in the sky.

THEY WILL NOT BE MOVED

Regular Harewood competitor, Claude Spencer, had a frightening experience at Olivers Mount when he lost it on the climb up from Mere Hairpin. Claude's MGB V8 attacked a tree. Besides other damaged caused, one of the branches came through the windscreen. Fortunately Claude emerged shaken but not stirred but the MG is slightly second hand at the moment.

THANK YOU DAVID

The Centre would like to thank David Naylor for all his hard work during his many years on the committee. David is still a regular official at our Harewood events.

HARD NUT, SOFT CENTRE

The last person you would expect to be involved with a girl's football team is the Utterly Nutterly Paul Nutter. Paul enjoys every minute of his involvement as manager of the under 12's team, and if he can install half as much competitive spirit into the football team as he puts into his driving, they're on their way to Wembley.

TOO GOOD TO RACE

To say that John Casey's new Mini is immaculate is to do it a great disservice, for it is one or two steps beyond this. The standard of preparation is breathtaking and it's well worth a walk across the paddock to look at this carbon fibre bonneted little jewel.

HEARD THE ONE ABOUT THE RAT AND THE FERRARI?

Shortly before the Saturday Harewood meeting, Ferrari exponent Richard Allen rang Pat to say he wanted to change from the F355 he had entered back to his usual 328GTB. The snug garage that the 328GTB Ferrari had over-wintered in had attracted some unwelcome visitors and they had proceeded to eat all the wiring, various hoses and anything else they could get their sharp little teeth into. Extensive and expensive repairs were required but were fortunately completed before Harewood. I hope that the rodents got their come-uppance.

ONE GIANT LEAP.....

As the yellow peril of Paul Nutter flew over the gravel trap at Quarry, you could almost hear the Paddock Pundits saying "one small step for man, one giant leap for Paul". Paul often visits the scenery but 99% of the time it's intentional and he does, occasionally, use the black bits on his action filled runs. This time it wasn't over enthusiasm that was to blame, but a broken offside rear brake pipe. No fluid, no brakes, no road left, oops!!!

FOR SALE

Jensen Healey Mk1

1974 in yellow with hard and soft top.

MoT & Tax August '99.

Excellent condition

Inspection welcomed

Cheap sensible offers accepted.

Space needed

Tel Bobby Fryers for details

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WHEN THE CLOCK STOPS, SO DOES THE BULLSH..

Brian Kenyon

If you were competing at Harewood on Sunday 9th May, no doubt you have had time to evaluate the split times recorded on the 3rd runs and included in your results. The split was taken just before Orchard and except for Willow Corner, splits the technical first section of the hill from the more ballsy 2nd part. I decided to use the highly competitive Class 4 as an example as all top 4 drivers were quickest on their 3rd run so are relevant.

Pos	No	Name	Time	1st split	2nd split
1	77	Andy Stokes	65.72	39.47	26.25
2	78	Linden Spencer	66.56	40.33	26.23
3	75	Dave Banner	67.33	40.60	26.73
4	77A	Jenny Woodfield	67.58	41.10	26.48

Class winner Andy Stokes was the quickest on the first part of the course by some considerable margin but Linden Spencer was 0.02 quicker on the section which includes the daunting Quarry Corner. Third place man Dave Banner lost a small amount of time on both sections so Dave will have to improve throughout the length of the hill to win the class. Jenny Woodfield lost a vast amount of time on the first section, part of this can be attributed to a very poor start when she 'bogged' the engine down on the line, so Jenny can look for at least half a second to be gained on the start. If you deduct it from her overall time, it would place her ahead of Dave Banner. As the table explains, Jenny was third quickest on the section which includes Quarry and a scant 0.23 behind her co-driver Andy. So watch out boys, the girl means business!

Andy Stokes claims he had a large grassy moment coming out of Orchard, so maintains that he can improve further - now where have I heard that before? If I recall correctly, it's on page 143 in the Racing Drivers Book of Excuses!

Similar comparisons can no doubt be made in many of the classes. I hope that everyone finds it informative and interesting as it is something I have been promoting over many years.

Thank you timekeepers.

Now let's have a split from the end of the speed trap on Quarry Straight and round Quarry Corner to the finish! Now that would dent a few egos and explode a few myths.

SUNDAY 9th MAY May Championship Meeting Tim Wilson

A healthy crowd of spectators drawn to a Harewood graced with fine weather was rewarded by the premature visit of the F1 powered single seaters stopping off en route from Saturday's British Championship round at Barbon.

Regular Class 1 combatants Geoff Goodwin and Daniel Pinder put on the usual crowd-pleasing performance, trading the top slot on each run. Pinder put the kart-like Nova ahead by a hundredth, only to see the Midget sneak inside the class record on the final run. Bobby Fryers also reset his class mark in the familiar Clio, over 2 seconds clear of Allan Templar's more conventional Astra Csi.

The unlimited class provided tense action from the start, or even before as new record holder Jonathan Mounsey arrived with a rather bent Sierra Cosworth. Richard Hargreaves declared his intentions in practice with a sub record run and repeated his form on the opening run. The Settle driver showed his mettle with a stunning 65.38 climb in the still deranged Cossie but when both drivers went quicker still on the final run it was the experienced Hargreaves who came out on top in the immaculate Mitsubishi Lancer Evo. Recent suspension mods proved worthwhile for Malcolm Pinder as he sped to a personal best in the race for 3rd place.

A new set of rubber helped Andy Stokes get to grips with the 200+ bhp Caterham (or it was the threat from your scribe to return to the fray if he couldn't put a Caterham on top!). The sweet sounding Seven steadily improved all day closing within 0.06 seconds of the record to take a safe win. The Westfields of Linden Spencer and Dave Banner battled for second slot, Easter victor Spencer coming out on top. Not far behind an elated Jenny Woodfield took over 2 seconds off her PB to take the 4th trophy and jump to the top of the Ladies Championship.

Yet more excitement in the merged Mod Prod class as regular entertainers Crompton and Nutter slid from bend to bend in the fight for 2 litre honours. Dennis Crompton carved over 2 seconds off his practice time to put the Bee Emm within sight of the record. Paul Nutter couldn't match this pace despite two stirring 64 second ascents in the yellow Escort. In their wake John Casey posted a series of remarkable 67 second runs in the diminutive Mini.

The Formula Fords provided a three-way battle for class honours. Mick Moore took an early lead but a 62.55 climb by record holder Tony

Metcalfe guaranteed the win. Jonathan Rhodes failed to match his Easter form to trail in 3rd while an ever-improving Mark Hurst was best of the rest.

Caterham racer Howard Redhouse threatened to upset the Class B regulars with a stunning 60 second practice run. David Newton responded to the challenge with two identical 60.36 climbs when it mattered to take the win in the Westfield BD. Redhouse's Superlight R followed closely (threatening to return with soft rubber!) with record holder Peter Hamilton taking the final pot on his first event of the season.

Haydn Spedding's unlimited class mantle was challenged by son Richard, the young Barnsley driver trailing by a mere 0.04 at the end of the day.

Hillclimb Supersports Cars made a welcome return to Harewood with Peter Needham's distinctive Splinter showing the best form with a 58.35 second climb ahead of the Mallocks of Tim Daniel and Tim Elmer.

The small Sports Libre class continues to thrive with regular class leaders Peter Green and Geoff Peters locked in battle for the main prize. An on form Green reversed the Easter result with a 62.51 best in the Centaur. Russ Pickering brought the Vision from Barbon and was rewarded with the 2 litre class win, but only just. Regular pace setter Jon Waggitt was only headed on the final run, the Ward trailing by 0.28 seconds in 2nd place.

Mark Budgett challenged the 'seeded' drivers in Class I, leading in practice with an eyebrow raising 57.36 second run. Mark Lawrence failed to match his usual form but a 58.01 climb secured a narrow win from the well turned out DJ racer. Glyn Sketchley's merged 492cc Jedi finished a fine 4th to jump to the head of the Yorkshire Auto Trader Championship.

OMS constructor Steve Owen brought along his latest creation to challenge the 1600 class. Buoyed by his championship run off placing at Barbon, his Honda Blackbird powered single seater lead from the start. Jamie Hylton trailed by a mere tenth in the older Malan. Single seater newcomer Matthew Pinder challenged a healthy 2 litre class with a 59 second practice run. The familiar Chevron B47 of Peter Griffiths responded with a 57.89 climb to secure the win from Pinder's Vauxhall Lotus.

Fresh from his Barbon class win David Grace took time off from his British Championship trail to raise the stakes in Class L along with co-driver Alan Thompson and Tim Mason. The Harewood Hillclimb School instructor managed to keep to most of the lines to head the class and take the Houseman and Falshaw FTD trophy. Tim Mason trailed by a second in the Pilbeam MP50 with

Thompson taking 3rd on his Harewood debut in the Gould Ralt.

RESULTS

Class	Name	Car	Time
1	Geoff Goodwin	MG Midget	71.46
2	Bobby Fryers	Clio Williams	68.05
3	Richard Hargreaves	Mitsubishi EVO	65.20
4	Andy Stokes	Caterham	65.72
6+7	Dennis Crompton	BMW 2002	63.76
9	Tony Metcalfe	Van Diemen	62.55
5+B	Davir Newton	Westfield	60.36
8+C	Haydn Spedding	Jaguar E Type	65.08
D	Peter Needham	Splinter	58.35
E	Peter Green	Centaur	62.51
F	Russ Pickering	Vision	58.87
H+I	Mark Lawrence	OMS	58.01
J	Steve Owen	OMS	57.81
K	Peter Griffiths	Chevron B47	57.89
L+G	David Grace	Gould Ralt	54.74
FTD	David Grace	Gould Ralt	54.74

WHERE ARE THEY NOW?

Dear Pat

I am having difficulty in tracing the current addresses of a number of Shareholders in Harewood Hill Limited.

I would like to hear from any member who can provide me with details of the current address of the following:-

M J C Ellis
J M Overend
P J Smith
G C Brooker
J P Tankard

Best wishes

Michael Kempley
Secretary Harewood Hill Limited
The Old Vicarage
Harewood
Leeds
LS17 9LD

PLEA FOR ARTICLES FOR THE 'TIMES'

We know you like to read an interesting magazine, so help us keep it topical and informative. Articles are always needed for the 'Times'. Please put pen to paper and write about your motoring experiences throughout the year and send them to the editor



B.A.R.C. HAREWOOD SPEED HILL CLIMB

Championship 1999

RECORDS TUMBLE AS SINGLE SEATER LEADS

Enjoying our third season of support from Yorkshire Auto Trader, the 1999 Championship has caught alight now two rounds have been completed. The diminutive 500cc Nova Jedi single seater of Leicester driver Glyn Sketchley, has leapt to the top of the points table after a scintillating drive at the May meeting. Glyn, with 19.46 outscores everyone, and wrested the lead from Clio Williams's driver Bobby Fryers.

RECORD BREAKING DALESMAN

Keighley driver Bobby Fryers has been remarkably consistent in the Clio Williams over the past couple of seasons. This year he has achieved sub record times at both events. Another consistent record breaker, Jonathan Mounsey, has maintained his challenge in the potent Sapphire RS Cosworth. The Settle Cossie driver had to give best in May to a very on-form Richard Hargreaves who snatched the class win and consequently a higher points tally but Giggleswick driver Richard, in his rally clone Mitsubishi Lancer Evo is still half a point behind his fellow Dalesman.

SPORTS VERSUS SALOON

The remarkably consistent Class 1 Midget of Geoff Goodwin has scored 36 points and is just 0.91 behind the championship leader but as Geoff is off to Le Mans during the June meeting, he will tumble down the table - the Sheffielder is just spectating I might add! Geoff's Class 1 compatriot Daniel Pinder is in 6th place, the little white Astra is a tantalising 0.05 ahead of Lincolnshire Caterham driver Andrew Stokes. The ex-works Caterham racecar has been re-engined this year but Andrew has now got to grips with the 200+ bhp projectile.

HANGING ON IN THERE

Class 9 record holder Tony Metcalf must get back on record pace in his Formula Ford if he is to challenge the leaders. Leading Class 4 driver in April, Linden Spencer is finding the pace hotting up but hangs on to 9th place, the Finningley driver has the Centaur of Huddersfield man Peter Green breathing down his neck.

MIXED BAG

While a single seater leads the championship, five of the top ten are in the Road Sports and Saloon section with two Kit Cars, a Formula Ford and a Sports Libre car hold the minor placings - quite a mixed bag.

FTD CHAMPIONSHIP

Having lost the 1998 FTD Championship on count-back, Blackpool driver Jamie Hylton has placed his Malan 3 points ahead of the Ward of Jon Waggitt while two Class K 2 litre Racing Car drivers, Duncan Pierce and Matthew Pinder tie for 3rd, a further 3 points adrift.

Pos	Name	Car	Class	Round 1	Round 2	Total
1	Jamie Hylton	Malan	J	10	9	19
2	Jon Waggitt	Ward	F	9	7	16
3	Duncan Pierce	Ralt	K	8	5	13
3	Matthew Pinder	Vauxhall Lotus	K	7	6	13

LADIES CHAMPIONSHIP

With a stunning points score in the 2nd round, Jenny Woodfield has forced her Caterham ahead of 1st round leader Clare Sullivan's Mini but the Preston Mini driver knows how rapidly things can change as she led the '98 championship until the last round. Leeds OMS driver Lynn Owen has set herself a hard task. To win the championship this year she must score high points at all the remaining rounds as she has already missed one of the rounds this season.

Pos	Name	Car	Class	Round 1	Round 2	Total
1	Jenny Woodfield	Caterham	4	13.64	16.08	29.72
2	Clare Sullivan	Mini	1	14.58	14.37	28.95
3	Lynn Owen	OMS	J		10.78	10.78



B.A.R.C. HAREWOOD SPEED HILL CLIMB



Championship 1999

Posn	Driver	Total	Round 1	Round 2					
1	Glyn Sketchley	36.91	17.45	19.46	41	Don Tooby	20.39	9.94	10.45
2	Bobby Fryers	36.84	18.49	18.35	42	George Bleasdale	20.06	9.02	11.04
3	Jonathan Mounsey	36.55	18.13	18.42	43	Allan Staniforth	19.81	9.62	10.19
4	Richard Hargreaves	36.13	17.57	18.56	44	Ian Blair	19.57	7.71	11.86
5	Geoff Goodwin	36.00	18.00	18.00	44	Paul Gumbley	19.57	8.94	10.63
6	Daniel Pinder	34.90	17.17	17.73	45	Peter Rhodes	18.12	7.69	10.43
7	Andrew Stokes	34.85	16.91	17.94	46	Malcolm Dungworth	17.59		17.59
8	Tony Metcalf	34.61	16.94	17.67	47	Peter Needham	16.09		16.09
9	Linden Spencer	34.60	17.50	17.10	48	Steve Owen	15.96		15.96
10	Peter Green	34.35	16.49	17.86	49	Chris Bentley	15.66	15.66	
11	Paul Nutter	34.17	16.88	17.29	50	John Lambert	15.27	6.92	8.35
12	Mick Moore	33.83	16.63	17.20	51	Mark Hurst	14.88		14.88
13	Jonathan Rhodes	33.53	17.18	16.35	52	Andy Taylor	14.85	14.85	
14	Dennis Crompton	33.32	15.71	17.61	53	Phil Short	14.73	14.73	
15	Jon Waggitt	32.75	16.29	16.46	54	Mike Mullins	13.96		13.96
16	Geoff Peters	32.66	16.71	15.95	55	Claude Spencer	13.44	13.44	
17	David Newton	32.61	16.13	16.48	56	Leon Bachelier	13.24		13.24
18	Malcolm Pinder	32.19	15.83	16.36	57	Simon Bailey	13.21	13.21	
19	Dave Banner	31.45	15.12	16.33	58	Peter Newton	13.05	13.05	
20	Jamie Hylton	31.30	15.44	15.86	59	Philip Concannon	12.64		12.64
21	Matthew Riley	31.23	15.56	15.67	60	Matthew Sutcliffe	12.32	12.32	
22	Haydn Spedding	30.78	15.58	15.20	61	David Lanfranchi	12.28	12.28	
23	Richard Spedding	30.23	15.07	15.16	62	Iain Ball	11.73	2.17	9.56
24	Jenny Woodfield	29.72	13.64	16.08	63	Adam Warren	11.65	1.64	10.01
25	Richard Wheat	29.34	14.47	14.87	64	David Lanfranchi	11.50		11.50
26	Les Procter	29.19	13.95	15.24	65	Mike Sidgwick	11.31	11.31	
27	Dale Cordingley	28.98	14.69	14.29	66	Lynn Owen	10.78		10.78
28	Clare Sullivan	28.95	14.58	14.37	67	David Coulthard	10.39	5.89	4.50
29	Matthew Pinder	28.67	13.94	14.73	68	Ian Thomas	8.47		8.47
30	Duncan Pierce	28.65	14.33	14.32	69	Andrew Dobson	8.22	8.22	
31	John Chacksfield	28.55	14.45	14.10	70	Jim Naylor	8.19		8.19
32	Mark Warren	28.54	13.84	14.70	71	Neil Blair	6.34		6.34
33	John Green	28.35	14.53	13.82					
34	Tim Wilson	26.89	13.20	13.69					
35	Mike Geen	26.82	13.16	13.66					
36	David Chambers	26.53	13.73	12.80					
37	Peter Whittle	24.98	11.93	13.05					
38	Alastair Bowden	23.04	10.47	12.57					
39	Robert Warwick	21.45	10.63	10.82					
40	Tony Briggs	20.78	9.29	11.49					

St Leonard's Hospice, York

'Harewood Hop'

at Harewood Hillclimb

on Sunday 26th September 1999

This is a money raising effort for St Leonard's Hospice, York and is a combination of runs (using legs and feet - not cars) at Harewood.

There is a Junior Race of 2 miles, a Family Fun Run and for the more serious runner, a 10K Multi-Terrain run.

The 2m Junior and Fun Runs, as well as the downhill, have a 360 feet climb and the 10K run has a 650 feet climb.

The run is sponsored and the organisers hope to attract some serious runners as well as lots of families and individuals.

Anyone who feels they would like to have a go, please contact the address below for details and sponsorship forms.

Fund Raising Centre

14 York Road

York

YO24 4LU

Tel: 01904 781576

Club Nights and Social Events

The committee is fully stretched with the work load involved in the events at Harewood so if any member wishes to put on a social or club night, please contact any member of the committee and if it is deemed suitable, I will publish it in a future magazine.

REMAINING 1999 BARC HAREWOOD DATES

***13 June Jim Thomson Trophy**

27 June BARC / MG Meeting

***3/4 July British Hillclimb
Championship**

***8 August Montague Burton Trophy**

11 Sept September Open

***12 Sept Championship Finals**

**The events marked with an * are
Harewood Championship rounds**

BARC YORKSHIRE CENTRE



HAREWOOD

SPEED HILLCLIMB

DRIVING SCHOOL

**Remaining dates for this
year's schools:**

Thursdays

June 24th & July 22nd

So you think you've got Harewood mastered. Think again. Are you sure that your turn in, clipping point and exit points are correct? Come to the school and watch your times tumble at future events.

Brush up on your hillclimbing skills and correct any bad habits that you may have picked up in your hillclimbing career. You know it makes sense, enter now, we can teach old dogs new tricks!

Anyone who thinks they may know of a company interested in a corporate day, please let Pat have details.

Don't forget that you can obtain two upgrade signatures for your licence by attending one of our schools.

Anyone wanting a brochure should ring Pat Kenyon on (0114) 234 0478 or (0114) 285 1114 and one will be sent immediately.

BARC YORKSHIRE CENTRE COMMITTEE 1999/2000

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