



YORKSHIRE CENTRE TIMES



BARC

Issue No 77

JULY/AUGUST 1999

CHAIRMAN'S LETTER

Dear Member

Well, we only have the August and September meetings left and up to date we have enjoyed a very well supported and well organised series of meetings at Harewood, the school has prospered in its second year and the Committee have been very active in the background.

Notable changes to the course have been the addition of Recticel barriers at Willow, Farm Yard and the finish barrier and we have added gravel to the traps at Orchard. We have also installed flexible bollards in The Esses and at Orchard to eliminate sweeping breaks following the runs of some of the more rally minded competitors and all these measures appear to have been successful so far.

In conjunction with Harewood Hill Ltd we have improved the drainage and laid new tarmac in key areas which have improved the cosmetic appearance of the Hill and we have purchased a new Breakdown vehicle with an enormous Hiab for faster recovery of vehicles that cannot be towed

up. Clearly these improvements have used up considerable funds and the centre will now concentrate on repaying the track extension loan for the rest of the year.

The plans for 2000 are simple, we are developing a new timing system at present to add to the entries system that has been developed for us by Jenny Woodfield. Our MSA Timekeeper and Committee Member, David Clay has been working on a system which will allow for many split times, 64ft times and speed traps running off a continuous running computer clock. We hope to have a prototype version running later this year which will allow us to develop the system over the winter.

Inevitably I must remind you of the Dinner Dance and the need to book early as the room was close to capacity last year and early signs show that it should be better than ever.

Finally thanks to Harewood regular Jon Wagitt who organised a very impressive Aerobatics display for our British Hillclimb Championship Round in July. Once again the event proved a great success with our Senior Instructor David Grace taking the first double header win of the series so far and Harewood regular Christian Mineeff having, what many consider, one of the best runs of the season. My sincere thanks to all the Marshals, Organisers, Officials, Competitors and Sponsors. Kind Regards
Simon

SHORT COURSE MEETING

**Saturday 11th September
1999**

*This meeting will now run on the
LONG course.*

It gives better value for money and is a good way of getting extra runs prior to the Championship Finals Meeting the following day Sunday 12th September.

The August meeting was fully subscribed a week before closing date and many people have been disappointed in not getting an entry. Don't be late entering the September meetings.

You have been warned!!

Articles for the next edition of the 'Times' to the Editor by 17th September 1999 please.
Mrs Pat Kenyon, 'Hillside', West Lane,
Holdworth, Loxley, Sheffield, S6 6SN
Tel: (0114) 234 0478

PADDOCK SCOREBOARD

The paddock scoreboard is a much valued part of a Harewood event and gives competitors the chance to see their times compared with others in the class.

In the past we have had willing helpers to put up the times but recently these have been in short supply.

For the August and September events we are in need of new helpers, not necessarily to spend all day writing up times, but maybe an hour at a time if we get two or more volunteers.

Anyone interested please contact
Pat Kenyon on 0114 234 0478

JIM THOMSON TROPHY MEETING

Tim Wilson

Warm weather, good track conditions greeted contenders for the third round of the Yorkshire Auto Trader BARC Harewood Speed Hillclimb Championship, setting the scene for a close battle and several sub record runs.

Caterhams opened the action, the Scholarship continuing to attract new drivers every year to Harewood for their debut hillclimb. Competition was close as usual in this controlled formula with 4 seconds covering 24 drivers topped by Timothy Gibson.

In the first of the regular Harewood classes, Daniel Pinder's sole 1400 saloon entry was pitched against the 2 litre cars, the Nova driver having to play a supporting role to the Clio of Bobby Fryers. The Keighley driver continues to make light work of the Class 2 record running just inside the mark on his opening run before demolishing it on his final charge.

The pace was even more dramatic in the unlimited class as Richard Hargreaves broke through the class record on each run in the radical Mitsubishi Lancer Evolution. A 64.37 best reset the May record by well over a second. Even fellow Settle speed merchant Jonathan Mounsey couldn't match the pace despite pushing the Cossie to the limits.

Having run close to the Class 4 mark in May, Caterham star Andy Stokes broke through the record decisively with a 64.76 best. Dave Banner trailed over 2 seconds behind in the Mass engined Westfield with Jenny Woodfield posting a PB for 3rd. Chris Bentley picked up the last award for 4th place. In the unlimited Kit Car Class Steve Dunn overcame carburettor problems with his 1800 Zetec Westfield to take the win from Matthew Sutcliffe's 2 litre version.

The contest for Class 7 honours was closely fought as usual, Paul Nutter's distinctive Escort narrowly ahead of Dennis Crompton's BMW after 2 runs. Nutter broke into the 63's on the final run whilst Crompton's challenge faded with a missed gear exiting Farmhouse. Four big red sports cars were again lined up for battle in Class 8. An E Type inevitably came out on top but regular bridesmaid John Green took over 2 seconds off his season best to put his hard top version ahead of the Spedding soft top, father and son incredibly posting identical times.

Jonathan Rhodes ran away with an unusually depleted Formula Ford class over 5 seconds ahead

of Paul Gumbley's similar Van Diemen.

Still struggling to adapt to slicks (a big excursion at Gurston taught me they are no good in the wet!) Tim Wilson eventually posted some near respectable times in the 1600 Caterham to win the 2 litre Modprods ahead of David Spaul, who brought his Westfield back to the hills for the first time in over 12 months.

Peter Green's Centaur headed the small Sports Libre class from the off ahead of May winner Geoff Peters. The Huddersfield driver put the result beyond doubt with a 61.78 final climb, over a second clear of Peter's GPC Sports racer.

The 2 litre category was dominated by Jon Waggitt's Ward WD9V, running over 2 seconds inside his season best to erase Peter Needham's name from the record book - but the car remains the same! Les Procter headed the rest as the turbocharged OMS began to show its form.

Glyn Sketchley proved that cubic capacity is not everything as he dominated the 1100 Single Seater class in the Nova Jedi. Fortunately he managed this on his opening run before the diminutive 600cc engine failed on the next run. Dave Kitching's 900cc version snatched 2nd as the Dobson/Greenwood challenge failed when the Maclan crashed out.

The 1600 and 2 litre cars ran together but the class was dominated from the outset by the smaller cars as Steve Owen and Jamie Hylton battled for honours. Steve Owen only managed a single run; his Honda powered OMS 0.16 ahead of Hylton's Malan. Hylton failed to improve as Matthew Pinder closed in for 3rd with a 58.52 best. Such was the pace of the small single seaters that Christian Mineeff admitted to being embarrassed as his mighty Judd powered SPA Sports Racer trailed in their wake. Mineeff responded with a 55.47 final run, over 2.5 seconds clear of the 1600 battle to take FTD and the impressive (but big!) Jim Thomson Trophy.

RESULTS

Cl	Name	Car	Time
17	Timothy Gibson	Caterham	70.28
2	Bobby Fryers	Renault Clio	67.57
3	Richard Hargreaves	Mitsubishi EVO	64.37
4	Andrew Stokes	Caterham	64.76
5	Steven Dunn	Westfield	68.10
6+7	Paul Nutter	Escort	63.86
8	John Green	Jaguar E Type	63.63
9	Jonathan Rhodes	Van Diemen	62.87
B	Tim Wilson	Caterham	62.32
E	Peter Green	Centaur	61.78
F	Jon Waggitt	Ward WD9V	57.03
G	Christian Mineeff	SPA SC1	55.47
H+I	Glyn Sketchley	Jedi	58.65
J+K	Steve Owen	OMS	56.97
FTD	Christian Mineeff	SPA SC1	55.47

Date for Your Diary

Annual Dinner Dance & Award Presentation

Saturday 20th November 1999

Culton Hall Hotel

Culton Nr Leeds

*More details to follow in the
next 'Times'*

OVERSUBSCRIBED

As many of you will know to your cost, the August event was oversubscribed with 18 reserves. All entries arriving after closing date were returned.

Such is the popularity of Harewood it is essential that you enter early if you wish to secure a place in any of our events. Despite frequent notices in the 'Times', many of you still fail to do this.

The remedy is in your hands, please enter events early. Our entries selection is fair to all, first come, first served. This is a much better system than one adopted by other organisations who allocate entries on reputation alone; no pedigree - no entry.

DUAL ENTRIES

The old chestnut keeps rising, incorrect or incomplete coverage of the 'A's.

It is not sufficient to put a miniscule piece of tape over your 'A' and then chastise the timekeepers if they allocate the time to the wrong driver. It is the drivers responsibility to ensure that only the proper competition number is displayed. This means the complete coverage of the 'A'.

Particular attention to this must be placed on an inclement day when it is quite easy for a piece of tape to become detached.

Your 'A' should be of sufficient size, as per the Blue Book and as an entrant, it is your responsibility to ensure that your car complies.

Please help us to help you.

Letters to the Editor

Dear Editor

Having just completed the very sunny two day British Championship Harewood event I thought a letter of gratitude was in order. My Saturday started with problems, my Jedi started OK then stopped, with no warning, on the way down to the start. I tried to restart with no joy and had to abandon the car on the slip road off to the barns. Firstly, thanks to Paul Gurnbley, Andrew Dobson and Jeanette Hunton for helping me bring the car to life, only to get down to the tyre warming area to die once more. A tow to the top by the recovery vehicle was required, thanks marshals team. Once back up in the paddock quite a few people offered assistance - thanks folks. The one person to spend the longest time routing out the electrical problem and then resolving it, was Mr OMS Steve Owen along with Mark Lawrence. The car burst into life and after some time running I was confident that it would make a run! Thanks guys.

First practice completed and not a bad time. Confident of the cars reliability I was invited by Tim to go for my second run to catch up on my practice runs, thanks Tim.

A promising run came to a slow halt as I came out of Orchard. I had lost transmission and the car rolled backward to a halt at the farm. With much pushing, pulling and lifting a very frustrated driver was helped by Paul Pocklington and his fellow marshals to move the Jedi out of the way. Lunch came and another tow up to the paddock. Thanks marshals again for getting the car back up to the track to the obliging Land Rover. First to come to my assistance once more were Steve and Mark. A broken drive shaft was the cause of my unplanned halt. With helpers now joined by Hamish Lindsay, the car was in parts and broken elements removed. Steve was just setting off back to his workshop in Leeds to weld a repair to get me back in action when another fellow Jedi driver, Mike Reed came to my assistance with the offer of a possible replacement part. Sparing Steve the trouble of leaving the event to help me out, Mike and Hamish completed the rebuild and I was back in action once more.

Thankfully, Sunday was less eventful and I completed the day with a respectable 61.43 just being pipped into 5th in class on the second run.

Overall, a big THANKS to many people, it's a good job there are so many people dedicated to helping or always keen to help out in and around the paddock.

Martin Vesty

New Brighton Trophy Sprint

29 May 1999

Dale Cordingley

The alarm went off at 5.30 on Saturday morning. The car was packed and trailer hitched up ready for the trip to Wallasey. This is when I wonder why I compete ... I could have stayed in bed for another three hours. With the sandwiches, daughter, her boyfriend and one of my friends packed it was time to head off to the other side of the Pennines.

On arrival it was almost like being at Harewood with all the familiar cars and faces. The weather was similar too, cold and dull! The paddock, however, was lacking sheep s**t and Caroline's organisation so I knew it wasn't home.

Harewood regulars doing battle included Bobbie Fryers in the ever fast Clio Williams, Richard Hargreaves in the aggressive looking yellow Mitsubishi EVO5, Phil Concannon in the Cortina, Malcolm Pinder in the sinister looking black Subaru Impreza, Matthew Pinder in the Reynard Vauxhall, Jon Butterworth in his tidy 1.8 litre Caterham, Bill Johnstone in the potent Nissan Skyline with an exhaust pipe the size of the Mersey tunnel, Roy Johnstone and Linden Spencer in their Westfields, Dave Boland in the Lotus 7 and me in the Caterham.

This was my first sprint event in only my second season of this branch of the sport. I wouldn't be disappointed!

A walk of the course allowed us to see the big kerbs and bumpy surface first hand, along with a wall of straw bales that looked daunting after a long fast straight. However, the thought of going round roundabouts legally the wrong way somehow appealed. The track consists of closed public roads along the sea front at New Brighton. It is basically a circuit with a couple of roundabouts thrown in, a 90-degree right and a chicane.

The practice runs came and went. I managed 57.44 and 56.73 sec. runs and felt reasonably pleased. Prior to the timed runs the organisers decided to change the start line position a little. Starting on a corner is not a good idea; bags of sideways driving and opposite lock might have looked OK for the spectators, but was a little too interesting for the competitors!

The first timed run for me was a disappointing 57.47 sec, being slower than my two practice runs thanks to an earlier competitor avoiding the big straw bale wall and hitting one of those high kerbs. Minus a rear wheel and the contents of his sump (left on the track) his Westfield was ceremoniously towed off. I decided discretion was the better part of valour. This didn't put off Roy Johnstone as he clocked an impressive 54.44 sec ahead of Linden Spencer's 54.65.

Later on, watching from the banking, it was interesting to see a Mallock depart the start line only to self-destruct after 50 meters, showering bits of transmission all over the place.

The second run had to be good, as time was looking in short supply for a third run. As I approached the tyre warming area, the Course Car appeared. I sat and waited. Someone had dumped another load of oil at the entrance and through the chicane with the big straw bale wall and high kerbs! Would I have the balls to push it through the fast right and left handers to hit the finish straight at a good pace?

A good start saw me hurtling along the first straight (well a long bend really) for the first roundabout - I could really do with more power here - taking the roundabout the wrong way, then hitting the power to push towards the 90 right. A little bit sideways, but no sweat, then into the other roundabout, this time the right way round. Slide wide on the exit and get the power down, but watch those kerbs. Oh for more power - along the straight, but watch for the oil into the chicane. Deep into the chicane and hard on the brakes, flick it through and on to the power as I drift wide to avoid the slippy black stuff. Now nail it to the finish ... oh for more power! The timing board at the finish (can we have one at Harewood please?) says 56.18 sec., my best so far and the car is still in one piece, phew! Then back down to earth as Roy Johnstone puts in a 55.85 and Linden Spencer clocks another 54.65 (how's that for consistency?). But wait a minute, that means I'm third in class and will get a trophy!

Back on the line Matthew Pinder awaits his last run. The car bogs down at first, but he gets away. Luckily the red flags come out half way round and he lives to take the start again. This time Matthew makes no mistake, the words bullet and gun (or a similar metaphor beginning with S and S) spring to mind. He was absolutely awesome in to

the first roundabout under heavy breaking and a little wheel locking. Rocket-like acceleration took him out of the roundabout into the 90 right. Fast through the rest with some heavy bottoming of the nose cone in to the chicane, hard on the power and across the line. The clock stops at 46.66, a new record - now that's fast!

At the prize giving the Harewood contingent took more than their share of the silver with Bill Johstone taking class 3, Bobby Fryers class 5, Richard Hargreaves taking the class 6 honours with Malcolm Pinder in second place, Roy Johnstone, Linden Spencer and me taking the top three in class 7, Jon Butterworth taking second in class 8, and Matthew Pinder taking FTD. Harewood must be a good breeding ground!

The rain held off until the journey home. It turned out to be an excellent day that I would recommend to others, unfortunately they will have to wait until next May, as the event is annual.

LOSS OF MEMORY?

Isn't it amazing that someone forgot to invite the top flight amateur drivers of Speed Hillclimbing and Sprinting to the Goodwood Festival of Speed?

They invited our top rally drivers and F1 drivers, but where were David Grace, Roger Moran and Roger Kilty? Are Hillclimbers and Sprinting men not quick enough? I think whoever organises this great spectacle knows the answer.

Come on, hillclimbing is one, if not the oldest form of Motorsport, and should be shown more respect and given some decent publicity. A great deal of people put much into the sport and deserve more recognition.

The organising body could have achieved this by inviting the sports current crop of top drivers. I feel sure the likes of lads like Richard and Colin would have welcomed the competition, and above all, found new friends. That is what it's all about, isn't it?

Another point which may be of interest. The President of the BARC is the Earl of March who owns Goodwood. Remember this, fellow hillclimbers. Given a hill to climb, most of us would knock spots off a lot of the drivers at Goodwood - given the chance.

Regards
Richard 'Evo' Hargreaves

THANK YOU

When I first became Clerk of the Course at Harewood about fifteen years ago, I believed that running a successful hillclimb was team work and not the effort of any one individual. The last three events which I have clerked have only strengthened that belief.

Due to the need to find a date which accommodated the MGCC I found myself running three meetings in four weeks, culminating in the British Hillclimb Championship meeting on 3/4 July, just one week after the previous meeting. This work load stretched the organisation to the limit, especially on the secretarial side. I think it is fair to say that all three meetings were very successful and that the vast majority of the competitors went away happy.

I would like to say a very big thank you to everyone involved, particularly those who found themselves doing unfamiliar, and very wet, jobs at the MGCC meeting when we were desperately short of experienced course staff.

Harewood continues to go from strength to strength and I am convinced that this is because we have such a strong team of organisers and marshals who are both dedicated and flexible.

Thank you all

J Richard Hardcastle

FOR SALE

1991 Renault Alpine Le Mans Turbo

A very rare limited edition number 25 of 35 made
Reg No J 1 GPA

This car is in concours condition with a mileage
of only 16,000

Genuine reason for sale

For more information and price contact
Bobby Fryers on 01535 637548 (evenings)

GOODWOOD REQUEST

Can anyone help with a lift to Goodwood for the
2nd circuit meeting on
17 - 19 September 1999 please

Contact Tim Bendelow
01423 340594

SINGING IN THE RAIN

Brian Kenyon

BARC YORKSHIRE CENTRE CECIL KIMBER MEETING in conjunction with MGCC NW Sunday 27th June 1999

On a day more suited to water sports 100 entries in 40 classes took to the river - sorry track. When it wasn't raining it was pouring, if you haven't already guessed by now, conditions couldn't have been much worse. In fact it was necessary to suspend practice just before lunch - undoubtedly a sensible course of action although there were only 6 brave souls left in the practice lane. Like Fred Astair it was a day to be light on your feet and the big boot and no brains brigade would definitely be all at sea

First car to put rubber to water was the diminutive Austin Healey Sprite of Richard Watkinson. As sole entrant in the Standard Spridget class he had been merged with the Standard A's, B's and C's. In a ploy to disadvantage his larger brethren, he laid a trail of smoke worthy of a WW II battleship or destroyer. Tony McIntyre fought his way through the gloom to take the class from Paul Camplin's MGB Roadster who headed John Wilman's BGT. John was at our first Harewood in 1962 in his 'repmobile' MGA, his choice of car hasn't changed much over the past 37 years.

Paul Kershaw's standard MGF steamed ahead of the class to the tune of 3.8 seconds, the similar cars of Mike Pollard and John Thomas were left floundering in his wake although less than a second separated John from Mike.

Self confessed uncompetitive hillclimber Malcolm Gammons finds it easier to be quick on the circuits, Malcolm had booked a Driving School course just prior to the event. He left the school with a good insight on how to drive the hill but his car was sporting a deep dent in the sill gained from a slightly over-enthusiastic attack on the timing beam cover at the finish. Unfortunately for Malcolm the Driving School took place in the dry and conditions were anything but today. Although the school magic usually works, John Dignan remained ahead of the class for VVC MGF's a tantalising 0.69 second ahead of the hard charging MG parts purveyor. Lloyd Tredell was next up exactly a second behind the Gammons car.

In the race-based Acequip Class A cars - Craig Hewett beats women. While you are all still tut tutting, he headed the 2 ladies in his class, Helen

Wolf being the closer of the two lady drivers. In the Road Going Modified Spridgets, Allan Inwood's orange Midget sailed to an impressive victory nearly 3 seconds ahead of the similar car of Andrew Pearson while Mark Green, despite taking only one run, hung onto 3rd. Favourite for this class Geoff Goodwin didn't have a good day - don't ask where he finished!

Upholding family honour, Peter Dignan's B took the spoils in a much depleted class for Road Modified A's, B's, C's and Standard V8's which was merged with MG Road Going Saloons

Small classes were the order of the day and a delighted David Coulthard in his usual Midget picked up the pot from under the nose of ex-MG Champion Terry Pigott's very powerful modified V8 convertible.

In the Modified Midgets and Sprites which consisted of Chris and George Pawlin, Chris managed 2 runs against George's 4. As they were a dual entry, there is the suspicion that they either forgot to change their number over or the tape covering the 'A' came off in the inclement weather conditions. Nonetheless, Chris took the spoils with half a second in hand over George.

On a day when you thought that capacity and bhp would have been an embarrassment, the five litre Ginetta G27 of Bill Hutchins was the quickest of the Ginettas. Despite its somewhat rudimentary weather protection Bill splashed his way to the top ahead of the 3 litre Ginetta G21 of Steve Fidler and the 2.3 Ginetta of Duncan Campbell was third. The best that the smaller capacity cars could manage was 4th in the guise of the G15 of Lister Noble, a case of a good big 'un beating a good little 'un, on a day when I would have placed my bets the other way round.

Geoff Chambers' Vauxhall Nova outpaced the Citroen AX GT of Paul Marvin in the 1400 Road Saloons while the Golf of Geoff Beavis had a 3 second cushion over John Hillon's similar car in the 1400 - 1800 category.

Comfortably ahead on the 1st runs, Malcolm Pinder was unwise enough to take an early bath after 2 runs and suffered the consequences as Mike Shepherd-Smith came good on his 4th run and not only took the Road Saloons over 1800 class but set 3rd FTD in his Subaru Impreza. At the British Championship meeting, Malcolm enquired as to whether the conditions had improved later in the day - sorry Malcolm, they did not.

Stephen English eked out a large margin on his 2nd run which was just as well as the Turbocharged Reliant Scimitar wound up neatly balanced on the gravel at Quarry on Run 4 - a feat

that many other competitors were to copy throughout the day. Fortunately the Reliant was undamaged. In 2nd place you would have thought Phil Myers had just clinched the World Championship, the Porsche 944 driver had beaten the time of fellow Sheffield driver Geoff Goodwin's Midget. Alright, they were in different classes but Phil didn't care.

Minis always strut their stuff in inclement conditions and James Little's 1380 Mini was no exception. James had nearly 3 seconds in hand over Ian Barnes' 2 litre rally based Ford Escort. Ian enlivened proceedings by visiting the scenery on various occasions with a series of lurid tail slides and spins Very spectacular but not the quickest way on an inclement day.

Frazer Graham's Caterham ran Andy Stokes' Caterham closest in the largest class of the day but even he was over 3 seconds adrift of Andy's 1st run time. Frazer only broke the beam twice as on his 2nd run he failed. Michael Curtis, on his 4th run, got within half a second of Frazer's time and Dave Banner was in an unaccustomed 4th and had put the car on the trailer until Andy made him take it off under the guise of more wet weather practice.

The large Road, Kit and Replica cars class was an all Notts Sports Car Club affair - it was a round of their Championship and Sheffielder Clifford Mould headed usual Notts class winners Mike Simpson and Stephen Miles.

In the somewhat unusual class structure the two Davids, Newton and Spaul, ran their usual Westfields in the Formula Libre class. On a day when grip was hard to come by David N made use of what traction was available and just headed David S by seven hundredths of a second.

The screaming 500 Nova Jedi of Glyn Sketchley had three quarters of a second in hand over the larger engined Jasag of Mike Musson while Martin Vesty's Jedi was a similar distance behind.

With Martin Pickles Royale out of the equation, the shared Van Diemen of Peter Dowlen and Robert Buttle battled for honours in the Formula Ford class. The verdict went to Peter by over 3 seconds

Duncan Pierce set what was to be FTD on

his 1st run and then decided to put it on the trailer after his 2nd. A wise decision, many others followed a similar route preferring to save their machinery for the British Championship round a week later and for the Harewood Championship rounds ahead.

That the event was conducted with such fortitude and good humour is a fantastic accolade to competitors and marshals alike, all of whom were soaked to the skin. As one driver said 'at least they could get out of the rain but the marshals had to stick it out all day'. Many of the committee were out marshalling the hill doing jobs they were not accustomed to. Peter Whittle and John Green were at Country Corner, Club Treasurer Peter Varley was doing his bit on a corner, Chairman Simon Clark was on Thomson Straight and Richard Hooper doing a great job as Paddock Marshal. I was sited at the Barrier and am pleased to report that many drivers took the trouble to stop and thank me, along with all the other officials and marshals for our perseverance on this dreadful day.

A large number stayed to collect their awards and despite the conditions, all agreed that 4 runs were great value. The MG people were impressed and were keen to repeat the event next year but all will agree, on a different date, with different classes and most certainly, different weather.

RESULTS

Cl	Name	Car	Time
2+3	Tony MacIntyre	MGB GT	87.70
5+6	Paul Kershaw	MGF 1.8i	79.15
7	John Dignan	MGF VVC	76.07
8	Craig Hewett	MG Midget	87.59
9	Allan Inwood	MG Midget	78.64
10+11	Peter Dignan	MGB	82.64
12	David Coulthard	MG Midget	82.79
13	Chris Pawlin	MG Midget	80.25
19	Bill Hutchins	Ginetta G27	77.37
A1	Jeff Chambers	Vauxhall Nova	79.77
A2	Geoff Beavis	VW Golf	81.01
A3	Mike S-Smith	Subaru Impreza	73.73
A4+A5	Steve English	Reliant Scimitar	79.60
B1+B2	James Little	Mini	78.30
C1	Andy Stokes	Caterham	74.88
C2	Clifford Mould	Westfield	79.79
D1+D2	David Newton	Westfield	75.61
E1+E2	Glyn Sketchley	Jedi	73.84
E4	Duncan Pierce	Ralt RT3	72.89
F1	Peter Dowlen	FF	80.66
FTD	Duncan Pierce	Ralt RT3	72.89



Fastest Time of Day was set by Duncan Pierce. Photo Peter Cunningham

YORKSHIRE HELPINGS

Peter Herbert

Harewood Hillclimb July 4th

Standing on the edge of Stockton Farm's elevated paddock, surrounded by numerous and knowledgeable fellow enthusiasts, it was unavoidable to reflect upon what a mistake it would have been to relocate such an epicentre of activity to lower ground as was once proposed, as we watched in awe as David Grace powered the vivid red Gould-Ralt to its second run-off victory of the day. This was vintage Harewood.

Nostradamus, not one of life's optimists, predicted the world would end on 4th July 1999. For some of those waiting in the ever-lengthening queue for Sunday morning practice, following the mysterious breakdown of the timing system, the prophecy held a ring of truth. Perhaps this was how speed hillclimbing would end. No bolt of lightning or terminal earthquake, just a clock that stops ticking, forever.

Fortunately our now clean shaven Clerk of the Course, Richard Hardcastle, was on the case and under his ever watchful eye this, and later track incidents, were not allowed to interfere with a fine day's motor sport. So, beneath a clear blue sky, hard luck 'Nosty', the fun began with Road Modified Saloon and Sports Cars. Geoff Goodwin's MG Midget set the 1400cc pace, more than 2 seconds quicker than the Frog-eye Sprite of Stuart Bullas. Clare Sullivan headed their pursuers in her Mini.

Suave, sophisticated Skipton socialite Bobby Fryers did the Nicholas Smith Renault dealership shares no harm by bringing in the immaculate Clio Williams a convincing 6.76s ahead of Iain Ball's Escort in the 2 litre class. The Peugeot 205 GTi of Richard Cook was a game third.

Settle Sierra set founding member Richard Hargreaves was made to work hard by his young disciples Jonathan Mounsey and Matthew Riley for over 2 litre honours. The former Harewood Champion's Mitsubishi Evo 5 but half a second in front of Mounsey's Sapphire Cosworth with Riley's similar car a couple of seconds further behind. Malcolm Pinder, Godfather to the hillclimbing Pinder Dynasty, settle for fourth in the black, naturally, Subaru Impreza WRX-1.

In the first of the Non Kit, Spaceframe and

Replica classes, Alastair Bowden's Mini was fastest 1400, but the similar car of James Little was just 0.25s adrift. Class stalwart David Coulthard guided the Midget into third place. A fierce battle for top 2 litre spot was resolved in favour of former hill champion Dennis Crompton, the wild Hillside Garage BMW 2002 Touring now benefiting from a sequential gear change. Prescott school instructor Mark Waldron squeezed everything out of his turbocharged Elise, but it was not quite enough, 0.74s separating the pair. Damon Gray's blown Polo G40 was a strong third ahead of the ever cheerful, despite working for Rover, Kim Johnson and Tim King in the shared MGF.

A healthy field of up to 1700cc Road Modified Kit, Replica and Spaceframed cars saw Dave Banner's Westfield to the fore, but Andy Stokes climbed his Caterham to within 0.13s of the winning time. Jenny Woodfield then took over the Seven and drove it into third place, a testimony to Harewood School Instructor Brian Kenyon's painstaking instruction (or so he claims). *{Just as a matter of interest, Dave Banner was a pupil of mine, Andy Stokes was also at one of last year's schools, so if you want to go quicker Peter, I'm available! BK}*

Scott Moran, son of 1997 British Hillclimb Champion Roger, broke the first record of the day on his way to winning the over 1700cc division. The Moran Motorhomes supported Caterham beat Peter Bishops Westfield by 1.73s, the latter surviving a world record setting opposite lock slide that lasted for the full width of Quarry's gravel trap on the Midlander's opening ascent. Matthew Sutcliffe was third in his Westfield.

Richard Jones set another record in the unlimited Modified Production (excluding Kit Cars etc) class when his hissing Porsche 911 Turbo saw off Alastair Crawford's rumbling MGBV8 to the tune of 0.61s. Co-driver Paul Wood was a solid third in the ever growing MG, just ahead of Jaguar devotees John Green and Speddings H and R.

Peter Morris was quickest of the Porsche Cars drivers, 0.38s up on retired opera singer Geraint Evans, with Stephen Rogers only 0.02s further astern.

The RAC MSA classes now took the stage and a merged 1400cc and 2 litre Modified Production encounter saw local hero David Newton beating a class field of nationally renowned drivers

in the ex-James Forsyth Westfield. Interestingly, or perhaps not, the father of the Westie's previous owner, John Forsyth, was sharing Duncan Stewart's similar car, but their day did not go well. Neither did that of ex-hill champion Peter Herbert, both he and his smaller engine struggling against the big boys (no offence to Cathy Warner intended). His future is now in doubt, and an anxious motoring press awaits a decision as to whether he retires now or sees out the season. Jonathan Gates' Westfield and Keith Ritchie's Lotus Seven were the other podium finishers, whilst Hefin Davies' Caterham Superlight narrowly held off plucky hill instructor Tim Wilson's Super Seven for fifth place.

Peter Green's Centaur was untroubled in the 1400cc Sports Libre class comfortably clear of David Brewis' squat Maguire Metro and David Chambers in the ex-Les Procter OMS.

Russ Pickering's all conquering methanol fuelled Vision-Hart was made to work hard for its 2 litre victory by Boroughbridge wheeler-dealer Jon Waggitt. The Ward equalled one of Pickering's times and was only 0.04s short of the other. Paul Haimes' Mallock and Tim Elmer's Phantom led the pursuit.

Christian Mineeff's fabulous SPA Judd was unapproachable in the unlimited division, earning a place in the run-offs. Don Burt's Woosteresque YKC Raider remained a respectful 15 seconds behind.

Formula Fords preceded the national single seater classes and it was the Van Diemen of Mick Moore that did the business, 0.36s up on the younger version of Jonathan Rhodes. The similar cars of Tony Metcalf and John Moulds gave chase. Mr Moulds will soon be seen at the wheel of a state of the art motorcycle powered single seater from a well-known Yorkshire constructor. Remember where you heard it first.

Watching historic 500s now, it is difficult to imagine that forty years ago these were FTD and British Championship material. Yet they are still good value and Jon Brough's winning Cooper JAP and John Dent's rival Cooper 4 Stud were separated by just two hundredths.

Harewood Championship leader Glyn Sketchley was 3 seconds to the good in the modern 600cc class, the Jedi well ahead of Jonathan Reed's similar car. A third example of John

Corbyn's creations led the pursuing bunch in the hands of Hamish Lindsay.

The Leeds based OMS stable dominated the 1100 and 1600 classes. In the former, Mark Lawrence was in sparkling form, 3 seconds ahead of David Oldridge's version, and earning himself a new record and a run off place. Stewart Watson's Jedi was a good third. The man himself, Steve Owen, continued the Honda Blackbird engined car's fine season to pip Jamie Hylton's Malan by 0.96s for 1600cc honours. The screaming supercharged OMS of Ian Chard was not far behind in third spot.

A very well supported 2 litre class saw the heavily campaigned Chevron of Pete Griffiths score a narrow 0.36s victory over the talented, reigning Leaders and Midland Hillclimb titles holder Martin Groves, the Bicester driver rapidly coming to terms with Allan Warburton's ex Formula 3 Dallara. Mark Coley brought the Pilbeam shared with brother Andy into third place a further 0.22s adrift while Jerseyman Peter Le Gallais drove his Pilbeam into fourth place. Further down the field there was an intriguing dice between former Modified Production rivals Ben Butterfield and Matthew Pinder, who have now exchanged Mini and Metro for Van Diemen and Reynard chassis and ultimately it was Master Butterfield who emerged ahead by snatching eighth place by a scant nine hundredths.

Harewood Hillclimb Driving School principal instructor David Grace put those long hours of watching anxious pupils tyre squeal their most treasured possessions up the sinuous course to good use. By setting fastest time on each of his class runs, he secured the over 2 litre class win and pole position for both run offs. Roger Moran's Pilbeam was his closest rival, with Tim Mason's older Pilbeam third.

In the first run-off, and despite a fumbled gear change out of Farmhouse Bend, Gracie held off a determined Moran by a mere 0.08s to set FTD with Tim Coventry a fine third in the car shared with Mason. Then beneath a late afternoon sun, young Mr Grace took a second run-off win, this being the first occasion that such a double had been achieved under the new for 1999 system. This time his nearest challenge was Christian Mineeff, who had earlier blitzed his own class record, with David's co-driver Alan Thompson aggressively climbing the Gould into third place.

And so ended a splendid day's hillclimbing. A day that may not have seemed quite so splendid for Paul Sandford who, on his first visit to the hill, demolished his new OMS spyder against one of Stockton Farm's solid yard walls, nor for Peter Needham who reduced the Splinter to component form at Clark's Corner. But for the rest it was a grand day with lots of action, fine weather, slick organisation and even a lunchtime Tom Cassell's aerobatic display. In fact there was lots of everything which, in this part of the world, is known as Yorkshire Helpings.

RESULTS

Cl	Name	Car	Time
14	Peter Morris	Porsche 911	67.76
1	Geoff Goodwin	MG Midget	71.76
2	Bobby Fryers	Renault Clio	68.62
3	Richard Hargreaves	Mitsubishi EVO	64.90
4	Dave Banner	Westfield	66.82
5	Scott Moran	Caterham	64.90
6	Alastair Bowden	Mini	69.29
7	Dennis Crompton	BMW 2002	64.32
8	Richard Jones	Porsche 911 T	60.93
9	Mick Moore	Van Diemen	62.84
A+B	David Newton	Westfield	59.48
D	Simon Moyse	Mallock Mk27SG	58.28
E	Peter Green	Centaur	62.50
F	Russ Pickering	Vision V98	57.67
C+G	Christian Mineeff	SPA SC001	54.65
H	Glyn Sketchley	Nova Jedi	59.34
H1	Jon Brough	Cooper Jap	69.43
I	Mark Lawrence	OMS	55.83
J	Steve Owen	OMS S/F	56.04
K	Peter Griffiths	Chevron B47	55.43
L	David Grace	Gould Ralt GR37	53.20
FTD	David Grace	Gould Ralt GR37	52.89

FOR SALE

PETER HERBERT'S HILLCLIMB CLINIC.

NO PRESCRIPTION REQUIRED

Need to lose weight? Try my kevlar nose cone and bonnet on your Westfield and feel the difference. Unpainted and unused. **£200 each**

Or how about a second hand GRP nose and bonnet, the latter modified for a Ford crossflow just **£60 each**

Feeling unstable when out in the rain? Try my set of four Avon A39 wets (7.2 / 20 / 13) on 7 x 13 Revolution alloys, Ford fitting. Hardly used only **£350 the lot.**

Also available, pair of 7 x 13 Revolutions **£90 the two.**

A little short of breath? Try my set of 1300 Cosworth forged pistons in your Ford, crossflow or BDH / BDA. Half new price at **£250.**

Set of cast Ford 1300 pistons, standard size plus 60 thou **£30** also available.

Feeling cold? Try my leather flying jacket, 38 inch chest. **A bargain at £75**

Tel: 01325 377125 for an early appointment.

ANNUAL COMPETITIONS

Positions after 3/4 July Meeting

Pos	Name	O/M/C	Points
1	Richard Hardcastle	O	27
2=	Daphne Walker	M	26
	Peter Walker	M	26
	Peter Green	C	26
5=	David Dalrymple	O	25
	Kirsty Fleming	M	25
	Tom Savage	M	25
	Graham Wride	O	25
11=	Brian Kenyon	O	23
	Pat Kenyon	O	23
13=	Geoff Goodwin	C	21
14=	Stuart Gaughan	O/M	20
	Richard Hooper	O	20
	David Naylor	O/M	20
	Steve Owen	C	20
18	Simon Clark	C/O	19
19	Tony Briggs	C	17
20	Simon Bentley	M	14
21	Lynn Owen	C	13

Pearce Trophy Richard Hardcastle 27

Firth Bowl Daphne Walker 26

Ken Lee Trophy Peter Green 26

Chippy-lola Vase Peter & Daphne Walker 26

Any queries re the Annual Awards points, please contact Tim Bendelow on 01423 340594

UNUSUAL REQUEST TIME

Peter Griffin (former BARC Council Member and long standing Yorkshire centre member) requires your help to marshal a Fun Run on Sunday 15th August.

The Annual Thomer Fun Run takes place on Sunday 15th August in aid of Motor Neurone Disease. Marshals are needed to help run the event. Sign-on will be from 10.00am at the Fox Inn (Charity Award winning Pub of the Year) and the course will need to be staffed from 10.30am for an 11.00am start.

We should be finished by 1.00 to 1.30pm then Peter has promised to buy the first 8 marshals a drink back at the Fox.

The Fun Run aims to raise £11,000 for MND and will be held over 6 miles for all classes of runners - fancy dress to county athletes.

Please contact Tim Bendelow on 01423 340594 if you can help out.



Championship 1999

<u>Posn</u>	<u>Driver</u>	<u>Total</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Round 4</u>
1	Glyn Sketchley	73.88	17.45	19.46	19.66	17.31
2	Richard Hargreaves	72.43	17.57	18.56	18.83	17.47
3	Bobby Fryers	72.27	18.49	18.35	18.48	16.95
4	Jonathan Mounsey	70.94	18.13	18.42	17.38	17.01
5	Peter Green	70.22	16.49	17.86	18.59	17.28
6	Andrew Stokes	69.56	16.91	17.94	18.90	15.81
7	Jon Waggitt	68.69	16.29	16.46	18.58	17.36
8	Jonathan Rhodes	68.00	17.18	16.35	17.35	17.12
9	Dennis Crompton	67.30	15.71	17.61	16.93	17.05
10	Jamie Hylton	64.71	15.44	15.86	16.64	16.77
11	Dave Banner	64.11	15.12	16.33	16.72	15.94
12	Matthew Riley	62.35	15.56	15.67	16.27	14.85
13	Malcolm Pinder	61.76	15.83	16.36	15.70	13.87
14	Haydn Spedding	61.41	15.58	15.20	15.22	15.41
15	John Green	60.79	14.53	13.82	16.65	15.79
16	Jenny Woodfield	60.76	13.64	16.08	16.26	14.78
17	Richard Spedding	60.70	15.07	15.16	15.53	14.94
18	Matthew Pinder	59.23	13.94	14.73	15.43	15.13
19	Dale Cordingley	58.30	14.69	14.29	15.20	14.12
20	Tim Wilson	56.99	13.20	13.69	14.52	15.58
21	Mark Warren	56.00	13.84	14.70	13.92	13.54
22	John Chacksfield	55.77	14.45	14.10	14.47	12.75
23	Geoff Goodwin	53.70	18.00	18.00		17.70
24	David Chambers	53.68	13.73	12.80	13.44	13.71
25	Daniel Pinder	52.02	17.17	17.73	17.12	

Ladies Championship

<u>Posn</u>	<u>Driver</u>	<u>Total</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Round 4</u>
1	Jenny Woodfield	60.76	13.64	16.08	16.26	14.78
2	Clare Sullivan	42.66	14.58	14.37		13.71
3	Lynn Owen	38.57		10.78	12.99	14.80
4	Jeanette Hunton	3.83			3.83	

FTD Championship

<u>Posn</u>	<u>Driver</u>	<u>Total</u>	<u>Round 1</u>	<u>Round 2</u>	<u>Round 3</u>	<u>Round 4</u>
1	Jamie Hylton	36.00	10.00	9.00	8.00	9.00
2	Jon Waggitt	33.00	9.00	7.00	9.00	8.00
3	Steve Owen	30.00		10.00	10.00	10.00
4	Matthew Pinder	26.00	7.00	6.00	7.00	6.00

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

OBITUARY

The long time 'Voice of Harewood' Ted Booth has recently died. Ted was the commentator for many years in the 60' and 70's.

The Centre's condolences go to his family and friends.

M1 - A1 LINK

With our many and frequent trips to both the Driving School and hillclimbs at Harewood, we have found the new link road a great boon. It saves time and cuts down the hassle of driving through Leeds.

If you are travelling from the south of Harewood and haven't tried it yet, we recommend you do.

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

***8 August Montague Burton Trophy**

11 Sept September Open

***12 Sept Championship Finals**

The events marked with an * are Harewood Championship rounds

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.

BARC YORKSHIRE CENTRE



HAREWOOD

SPEED HILLCLIMB

DRIVING SCHOOL

Except for one corporate day to come, we have now completed our Driving School programme for 1999. Hopefully dates for next year will be available for publication in the next 'Times'.

So if your friend, partner, mum, dad or even Fred the Dog would like to buy you a birthday or Christmas present, please bear in mind that gift vouchers are available.

We feel we have achieved all our objectives at the School and although we are not complacent and will continually strive to improve, we think that we have already attained the position of the best Hillclimb and Sprint School in the country.

That our School is the best is indisputable, Prescott has recently introduced, what they call an Advanced Course, which is just a carbon copy of our standard course. I might add they charge over £200 for the privilege as opposed to our £110 + VAT.

So impressed are Prescott personnel that they are now about to copy our catering system, talk about 'imitation is the sincerest form of flattery'.

So if you want to win, you may have tried the rest - now try the BEST!

For further details and Gift Vouchers contact Pat Kenyon on (0114) 234 0478

BARC YORKSHIRE CENTRE COMMITTEE

1999/2000

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HON SEC	John M English 32 Farfield Avenue Knaresborough HG5 8HB
VICE CHAIRMAN	J Richard Hardcastle
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HON COMP SEC	Chris Seaman Tel: 0114 258 5695 (B)
COMMITTEE	Tim Bendelow
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