



YORKSHIRE CENTRE TIMES



BARC

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SEPTEMBER/NOVEMBER 1999

CHAIRMAN'S LETTER

Dear Member

I was sorry to miss the final round of the Championship and the last Harewood for the year and indeed the Millennium. Congratulations to Glyn Sketchley on winning the Autotrader Championship and to all class and award winners for the year.

The Centre has again has a successful season both in the Hillclimb events and the Driving School and it now remains for you to make the Dinner Dance the success we have become used to, so please make sure you help us see out the Millennium in style.

Next year we have agreed a programme that will maintain the progress Harewood has made and we look forward to building the school into something still better.

My thanks to all Competitors, Marshal's, Organisers, Sponsors and Committee Members for all their help and support.

See you at the Dance.

Kind Regards

SIMON

ARTICLES.....

**for the next edition of the 'Times' to
the Editor by
25th November 1999 please.**

**Mrs Pat Kenyon, 'Hillside', West
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CAUSE FOR CONCERN

Pat Kenyon

With a Centre membership of nearly 500 I am concerned by the lack of input and articles for the 'Times'.

We have a small group of contributors but considering the level of Centre membership, not nearly enough to give an overall view of the Centre's members' interests and activities. Our members are scattered throughout the length and breadth of the country and even farther afield, the 'Times' helps keep the Centre together throughout the close season and keeps informed those who are unable to attend events during the course of the year.

It is worrying that so few people feel inclined to put pen to paper. Surely member's motor sport activities which include karting, rallying, racing and sprinting & hillclimbing are not so boring that you cannot share them with other like-minded people. If you will forgive the comparison, I edit a magazine for Nottingham Sports Car Club, their membership is less than a quarter of ours and yet the input to their Club magazine is far greater and more varied.

Please try, over the following months, to send in an article, no matter how short for as they say 'variety is the spice of life'. What may seem to be a long article when written longhand, condenses into quite a small space when typeset.

Don't forget you can advertise your parts and cars for sale. Avail yourself of the Letters to the Editor column if you think you have a valid point to contribute to the Centre. Let's try and make it a vibrant and interesting magazine - we can only do this with your help.

As you can see this is a bumper issue but I need more, much more for future issues.

In anticipation of your response, the Sheffield Post Office has taken on extra staff to cope with the work-load!!

MONTAGUE BURTON TROPHY MEETING

Sunday 8th August 1999

Tim Wilson

A distinctly autumnal breeze welcomed competitors to the Montague Burton Trophy Meeting, those that managed to secure an entry, that is! BARC again managed to attract an over-subscribed entry to its August feast of hillclimbing as the Auto Trader Championship regulars were joined by CCC Speed and Ferrari Hillclimb Championship contenders making their second visit of the year, and a massive Paul Matty Lotus class. The paddock seemed to extend forever as it merged with the annual Classic Vehicle display and a selection of Ferraris in the Hillside car park.

The Paul Matty class started proceedings; a varied class attracting a mouth-watering collection of Lotus powered machinery, ranging from a 1950's Lotus 6 to the spectacular saloons of Simon Lea (Lotus Sunbeam) and Roy Bury (Escort twincam). Quickest up the hill was the Lotus 61 of John Crook whilst on handicap Roy Fellows emerged victorious in his Lotus Elan +2S.

Regular sparring partners Geoff Goodwin and Daniel Pinder pulled well clear of the rest of Class 1, especially once the fast Mini of Clare Sullivan careered into the Clark's tyre wall in practice. Goodwin secured the win with an opening run 6 hundredths shy of his record in the Midget. Bobby Fryers continued his unbeaten Class 2 form, the sequentially geared Clio finishing over 2 seconds clear of Phil Hall's Elan and the well driven Golf of the visiting Peter Neal. Equally dominant in the unlimited class Richard Hargreaves came within 0.4 seconds of his record to head the hard charging Cossie of Jonathan Mounsey. Matthew Riley managed to post a time on his final run to snatch 3rd place from the sparring Imprezas of Malcolm Pinder and Mark Warren.

Visiting Nick Lear put the Class 4 regulars in their place with two 64 second runs, his powerful Ecotec engined Westfield visibly quicker on the straights. Despite an off day Andy Stokes was pleased to see his record intact as he salvaged 2nd place from July winner Dave Banner. John Hoyle ran out clear winner in the unlimited class with a 66.47 second best in his Westfield ahead of Steven Dunn's Zetec version.

A selection of BL models contested the small Mod Prod saloon class with Peter Marsden finishing 0.2 seconds clear in his Metro. The 2 litre and unlimited cars ran together and Mike Sidgwick used 4.5 litre V8 power to good effect to set the pace in his Morgan. An on-form Haydn Spedding posted a season best to close within 0.13 seconds, just ahead of the quickest 2 litre car of Dennis Crompton, the misfiring BMW only managing one competitive time.

In the first single seater class Mick Moore improved on his July time to repeat his Formula Ford win from class record holder Tony Metcalf. Holder of the Class B mark, Peter Hamilton, snatched the 2 litre Mod Prod win with the only sub 60 second run, the Caterham 0.4 seconds clear of David Newton, who recovered from a first run excursion at Country. Reigning Harewood Champion Colin Stewart returned to the fray in an immaculate Lotus 7, the radical Vauxhall powered sports car turning a few heads on its debut.

Don Burt ran alone in Class C ahead of a depleted small sports libre class won by Peter Green in his familiar Centaur. Mark Lawrence made a rare sports libre appearance, Les Procter bravely sharing his OMS with the rapid single seater driver. The Hillclimb Leaders Champion elect took the expected win with the Mallock of Terry Holmes splitting the OMS drivers.

The sole 600cc entry of Championship leader Glyn Sketchley was again merged with the 1100cc open wheelers and fought for class honours with Dave Kitching's Jedi. Kitching managed a final run improvement to ensure the win, 0.29 seconds clear of the smaller engined Jedi, with Craven Moses also posting a 59 second run for 3rd in his Maclan.

Steve Owen couldn't match his July time but an impressive drift around Farmhouse en route to a 56.76 opening run guaranteed him the 1600 single seater class win and another FTD series maximum score, despite the best efforts of Jamie Hylton's Malan. Top 2 litre seed Matthew Pinder had a fraught day leaving class honours to be fought between Dallara driver Allan Warburton and Andrew Henson's Ralt, both inside the 58's. Warburton's 58.54 opening climb secured the win for the F3 chassis single seater,

The always entertaining Ferraris brought a close to the day, the competitive nature of this class drawing many to the Driving School a few days earlier. Despite only 2 seconds separating the top 6 drivers, Centre Chairman Simon Clark emerged a clear and somewhat relieved winner in his open topped GTS from Ferrari Championship Leader Robin Ward with Richard Baker snatching 3rd with a final 68.72 run in his 308 GT4.

RESULTS

Cl	Name	Car	Time
1	Geoff Goodwin	MG Midget	71.52
2	Bobby Fryers	Clio Williams	68.37
3	Richard Hargreaves	Mitsubishi EVO	64.77
4	Nick Lear	Westfield	64.88
5	John Hoyle	Westfield	66.47
6	Peter Marsden	Rover Metro	72.08
7+8	Mike Sidgwick	Morgan	63.77
9	Mick Moore	Van Diemen	62.69
10	Simon Clark	Ferrari 328 GTS	67.75
12	Roy Fellows (H'cap)	Lotus Elan +2S	69.15
A+B	Peter Hamilton	Caterham 7	59.95
C	Don Burt	YKC Raiser	69.76
E	Peter Green	Centaur	62.81
D+F	Mark Lawrence	OMS	59.19
H+I	Dave Kitching	Jedi	59.13
J	Steve Owen	OMS	56.76
K	Allan Warburton	Dallara	58.54
FTD	Steve Owen	OMS	56.76

PETER HERBERT'S GRAND MILLENNIUM SALE

The bad news is that there are no more hillclimbing days to Christmas. But the good news is there are lots of shopping days. So how about treating yourself or a loved one (in the case of most drivers it is the same person) to one or more of the following bargains?

Lose weight without dieting with a kevlar nose cone and bonnet, new and already primed, for your standard bodied Westfield. At just **£200** each where can aerospace technology be found cheaper?

Four little used Avon A39 wets (7 2/20/13) on 7 x 13 Revolution alloys, Ford fitting. An absolute gift at **£350**

Pair of two similar sized Revolutions **£90**

Set of forged Cosworth pistons for Ford 1300 First class order and half new price at **£250**.

Set of cast pistons for Ford 1300 Standard size plus 60 thou, a snip at **£30**

Leather flying jacket, 38 chest, few missions and never shot down. Winter warmth for just **£75**

Phone now while stocks last on 01325 377125

AUGUST 1989 10 YEARS AGO.....

Bobby Fryers was still winning his class, but in a Solo Stiletto when highly modified saloon bodied sports racers ran in the Special Saloon class.

Richard Hargreaves, class record holder in the unlimited Touring Car class also won his class in a rapid Sierra Cosworth, going on to finish runner up in the Harewood Championship.

Entries Sec. Pat Kenyon, a regular top finisher in the Marque Sports Car class beat husband Brian to win the class and secure the Ladies Championship. Record holder Brian suffered gearbox failure on the startline (Rumour has it, he was speechless - never!) TW

ANCC

Notice of Important Meeting EXCESSIVE SOUND

There will be a meeting to discuss all aspects of the ANCC's decision to act on the subject of controlling excessive noise in its area.

It is strongly advised that all event organisers, scrutineers, environmental inspectors, competitors and any other interested parties attend this meeting to fully understand the implications of the initiative.

The meeting will take place at Whitcliffe Mount Sports Centre on Monday 1st November 1999, commencing at 8 00pm prompt.

'UTTERLEY' WONDERFUL

Quick thinking by our top Escort exponent Paul Nutter saved the day at the Championship Finals meeting. Paul's engine exploded so violently that when the bonnet was lifted, the crankshaft was visible.

Fortunately, Paul's lightning reactions saw him whip off the track and onto the grass on Quarry Straight, thus saving the marshals from having to clear a massive oil spillage and alleviating the consequent loss of time that would have ensued.

Marshals, in clearing the car away, found pieces of big end cap and various other components embedded in the bankside!

Paul doesn't know the meaning of defeat, he nipped back to base to remove an engine from another car and shoehorn it into his racer. His time with the smaller unit was exactly the same as achieved in practice with his 1860cc.

What a star!! BK

DAVE'S RECIPE FOR SUCCESS

Harewood Saturday 11th September 1999

Brian Kenyon

Dave Kitching had recently treated his Jedi to some new tyres and had re-fettled the engine. This, along with Dave's aggressive polished style of driving proved too much for the opposition, and set up what was to be a memorable weekend for the Yarm chicken farmer. He took the first of his brace of weekend FTD's by nearly a second.

The event originally scheduled for the short course was run to our usual long course format and competitors had the opportunity of 5 timed runs, although not everyone availed themselves of all the runs as the weather spoiled its manners approximately two thirds through the final run.

After a dearth of starters Class 1 was merged with Class 2 and as you would expect, the Class 2 drivers came to the fore, Richard Cooke in the Peugeot 205 GTi leading the way. The Mexborough driver was three quarters of a second quicker than one of our 'Settle Set', Iain Ball in the Escort. Iain held Andy Geen's Peugeot 309 GTi at bay by a similar margin. An interested spectator was Clare Sullivan who was awaiting a new shell from Rover Sport. It had been promised earlier and Clare expected to be able to compete in her beloved Mini but it was not to be.

Malcolm Pinder was keen to find whether he or his car was lacking pace so had asked son Matthew to 'guest drive' the quick Subaru WRX. Both were put very firmly in their place by an on-form Matthew Riley who attacked the course with his usual gusto and kept the Sapphire Cosworth's nose in front of the Pindermobile by 0.12 sec. The family battle was resolved in Malcolm's favour, a case of age before beauty!

As usual, Andy Stokes and Dave Banner were at it hammer and tongs in the Road Modified Kit Car class up to 1700cc. Dave took the lead on the third run but Andy came back at him on the next and snatched the win from under the Westfield driver's nose. Third place was taken by whizz kid Peter Ashley who was sharing Andy's Caterham for the day, (Andy's usual co-driver Jenny was trying out the new-to-her Escort in Class 7). Peter, in his first competition event, tied on the 1st runs with Dale Cordingley and they continued their tussle throughout the day. The score was settled with a sensational 5th run of 66.45 - not bad for someone

whose usual mode of transport is a left hand drive automatic Ford Mustang. Modesty fortunately doesn't forbid me from saying that Peter is a graduate of our highly successful Driving School, and in my group too - so you see, it works.

John Hoyle had a comfortable Class 5 win by nearly 2 seconds but it was much closer for 2nd with both Steven Dunn and Nick Robinson in the mid-68's. Steven just edged the Westfield ahead of the Caterham driver by 0.32sec

The 1380 Mini of Alastair Bowden was easily quickest in the small up to 1400cc Mod Prod cars while in the larger division an unfortunate typing error gave the victory to Sean Parker, when in reality he was last in class. Damon Gray was the moral victor in the supercharged VW Polo, the error was not challenged on the day but nonetheless, Damon will get the pot he deserves.

Much merging was required for many of the classes and Class 8 was merged with Class C. Demon kart driver Richard Spedding took his first win in the family Jaguar with a storming 63.81sec and set himself up for a needle match with father Haydn and fellow E-Type driver John Green on finals day. As you will see from Tim's report, Richard was not to be denied.

After a long sabbatical Neville Alderson brought the RF80 down from Bishop Auckland and despite having the old obsolete Formula Ford tyres of years gone by, was quicker than his two class rivals, Paul Gumbley and Bob Carrick, both of whom are new to hillclimbing.

David Newton took the three car Mod Prod up to 2 litre while D, E, F & G were merged, each class only managing 1 starter. Mike Sidgwick left the Morgan in the garage and entered the Pilbeam MP43/02 sports libre car. Unsurprisingly, he romped the class, the small 1300cc Centaur of Peter Green was next up dogged by a failing battery, he completed two runs on the end of a towrope. A problem that was to follow him into the morrow.

Most by this time had given best to the weather, a short sharp shower, and had elected not to take their fifth runs. FTD man Dave Kitching,

on scintillating form headed the class on the fourth runs in the small up to 1100cc Racing Cars. Dave Boland and Craven Moses were at it hammer and tong, the result going to Dave, but only just, 0.41 the gap.

Class J went Mick Lancashire's way; the Jersey driver nosed the Argo ahead of the Lyncar of Graham Henson despite being behind until their final run. Johnnathen Varley only needed one run to clinch Class K which was fortunate as the March Pilbeam he was sharing with father Peter was steaming like a kettle, the head gasket had obviously given up the ghost. In the last class, Robert Romeril was the sole entrant and with no one to play with he had to contend with competing against himself.

Why more competitors don't attend this event is a mystery to me, although those competing would no doubt be quite happy with the two practice and five timed runs offered. Obviously if more entrants were attracted the number of runs would be less. To coin a phrase used in the Brooklands days, although I hasten to add I wasn't around then, 'the right crowd and no crowding'. A super day, superbly run, and marshalled to the usual high Harewood standards.

RESULTS

Cl	Name	Car	Time
1+2	Richard Cooke	Peugeot 205 GTi	74.21
3	Matthew Riley	Sapphire Cosworth	67.05
4	Andrew Stokes	Caterham	65.82
5	John Hoyle	Westfield	66.49
6	Alastair Bowden	Mini	68.51
7	Damon Gray	VW Polo G40	67.26
9	Neville Alderson	Van Diemen	64.87
B	David Newton	Westfield	59.04
8+C	Richard Spedding	E Type	63.81
DEFG	Mike Sidgwick	Pilbeam	58.27
I	Dave Kitching	Jedi	57.29
J	Mick Lancashire	Argo	62.54
K	Johnnathen Varley	March Pilbeam	58.92
L	Robert Romeril	Pilbeam	59.64
FTD	Dave Kitching	Jedi	57.29

GOLDEN OLDIES

The Greenwood Cup Meeting, which although it is always hard fought, is more relaxed than the Championship Finals day on Sunday. The Geriatrics Trophy is always keenly contested by (dare I say it) the 'older' members. This year's delighted recipient of the award was Malcolm Pinder in the menacing black Subaru WRX. As each year goes by we seem to get more and more contestants for this award. It just shows that in hillclimbing you are not over the top if you are 25+ BK

Thorner
West Yorks
17 Aug 1999

Dear Pat

Many thanks to your appeal for help for the Thorner Fun Run. Did we get quality? Richard Hardcastle and the two Kath's and John and Ann English. Such is the fame of Yorkshire Centre that within minutes, Ann had been promoted to Chief Timekeeper and at 11am, once the local bus had gone, 239 competitors were off on a six mile blockage of the local lanes.

Richard's team was at a crucial turn on the course, while John was at the entrance to the village to see good order. No wonder runners were so well behaved over the last 200 yds, (we don't have metres in Thorner) and with a time of 27 minutes, the winner presented himself to Ann. From then on it was downhill all the way as some runners came straight to the table, others wandered off and came back well out of order, some had lost their numbers and one or two had fallen in love on the way. Ann was totally unfazed, saying it was like having 200 Formula Ford drivers, and she could eat them

The words that gladdened my heart were "we won't do it like this next year". I hope that was a promise. Then to the 'Fox', thanks to June and Fred, super pints of Black Sheep and the rest of the day to count the money.

Thanks to everyone from Dr Ernest Stokes of Leeds General Infirmary, specialist in Motor Neurone Disease, who lives opposite and from the sufferers from this terrible disease who weren't there.

Thanks to the Yorkshire Centre who are always there when needed.

Peter J C Griffin. Yokel

NASTY SHOCK FOR GEORGE

George Bleasdale was unfortunate to have someone run into his trailer as he swung into the gates of Harewood. The impact damaged George's Pilbeam and also bent the trailer and tow bar. Fortunately George and Pam were OK except for a severe shaking. Thanks Pam for helping with the scoreboard throughout the day.

BK



**Auto
Trader**
B.A.R.C. HAREWOOD SPEED HILL CLUB
Championship 1999



CHAMPIONSHIP FINALS MEETING

Sunday 12th September 1999

Tim Wilson

The last Harewood Championship of the millenium was unaffected throughout by the vagaries of the Yorkshire weather. Was it the strain of competing on dry tarmac all season that caused the unprecedented number of mechanical failures at the final meeting?

Adding variety to the regulars were competitors in the Austin Healey Championship, TR Register and Porsche Speed Championship. Predictably the former was dominated by the sweet sounding 3 litre sports cars with Eddie Falkous winning by over 3 seconds from the similar car of Allan Cameron. A small class of TR's were separated by less than 2 seconds, Ronnie Clayton upholding local honour in his TR4A. Rod Carman was never challenged in the opening Porsche class while Geraint Evans' opening climb was fully 3 seconds clear of his class 14B challengers in the 911.

In the first Harewood Championship class Geoff Goodwin showed his hand with a practice run inside his class record, maintaining this form when it mattered with a 71.30 best, ahead of the chasing Daniel Pinder whose Nova engine failure on the final climb prevented him narrowing the margin. Bobby Fryers completed a clean sweep, winning all the championship rounds in the familiar Clio, chased this time by Brian Stone's attractive Escort RS1600.

The Road Modified classes have dominated the paddock all season, the whistling 4wd turbo cars being particularly popular with spectators. An on-form Richard Hargreaves ran inside the record with his Lancer Evolution on 2 runs but a final attempt to repeat his 1991 Championship failed with a valiant, if somewhat ragged effort to carve another 4 tenths off the class mark. Cossie exponent Jonathan Mounsey played a supporting role with an impressive 64.99 climb whilst fellow Settle driver Matthew Riley's efforts in replacing his Cossie diff (having fetched it from home) were rewarded with 3rd place.

Andy Stokes recovered his early season form with the powerful Caterham Ecotec to win the 1700cc Kit Car class from practice leader Dave Banner's Westfield, who failed to profit from his opponent's diff failure on the final runs. Andy Taylor ended his season on a high with 3rd place in the best of the conventional road going Kit Cars. In the unlimited class John Hoyle continued his class winning form, the Westfield Vauxhall proving too powerful for Steven Dunn's 1800 Zetec

Richard Casey emerged a clear winner in the first slick shod class, his Mini over 2 seconds clear of James Little's 1380cc version. Drama unfolded in the 2 litre class when practice leader Paul Nutter's engine exploded exiting Farmhouse. Dennis Crompton almost matched his season best with a 67.83 opening climb, a time which turned out to be good enough for the win, but only just as Paul Nutter drove the distinctive yellow Escort back into the paddock complete with fresh engine and proceed to close within 0.25 seconds of the Bee Emm.

Excitement continued in the unlimited class as Richard Spedding's debut season was rewarded with a class win, his sensational 63.00 best well clear of father Haydn. Again mechanical failure stemmed the challenge as the E-Type vibrated towards a premature winter rebuild.

Mick Moore ended a fine season with a PB catapulting him into a top 10 championship placing, his 62.22 first run over half a second clear of Formula Ford class record holder Tony Metcalf.

Class B was again the only MSA ModProd class to run. David Newton the sole sub 60 climber winning in the Westfield BDA from the road going Caterham of Tim Wilson and newcomer Jon Waugh.

Peter Green ran out clear winner of the small Sports Libre class, managing a 62.36 climb before the battery finally cried enough on his final climb in the centaur. Les Procter was equally dominant in the 2 litre category, a 60.05 run finishing his debut

season with the OMS sportscar in style, over 4 seconds clear. Mike Sidgwick's Pilbeam ran with the unlimited single seater of Robert Romeril, the 2.8 litre sports racer just edging out the Jerseyman's V8 with a 59.65 best.

Much was at stake amongst the single seaters as class barriers were bounded in the race for FTD and Championship laurels. Buoyed by his Greenwood Cup FTD the previous day, Dave Kitching continued his dominant form with a series of 57 second runs in the amazing 900cc Jedi to win the class and beat more powerful opposition to another FTD. In pursuit, Glyn Sketchley secured his championship win with a 59.20 final climb in his 492cc Nova-Jedi. Jamie Hylton couldn't match his practice pace but a 58.60 opener was good enough for class honours and a well earned FTD Championship win in the Malan. Matthew Pinder benefitted, ending an impressive single seater season with another class win and second FTD in his 2 litre Vauxhall Lotus.

RESULTS

Cl	Name	Car	Time
1	Geoff Goodwin	MG Midget	71.30
2	Bobby Fryers	Clio Williams	68.38
3	Richard Hargreaves	Mitsubishi EVO	64.06
4	Andrew Stokes	Caterham	65.07
5	John Hoyle	Westfield	65.98
6	Richard Casey	Mini	66.10
7	Dennis Crompton	BMW 2002	63.83
8	Richard Spedding	E Type	63.00
9	Mick Moore	Van Diemen	62.22
14A	Rod Carman	Porsche 911SC	64.41
14B	Geraint Evans	Porsche 911 Carr'a	68.10
16	Ronnie Clayton	Triumph TR4A	73.18
18	Eddie Falkous	A H 3000	70.37
A+B	David Newton	Westfield	59.36
E	Peter Green	Centaur	62.36
F	Les Procter	OMS	60.05
C+G+L	Mike Sidgwick	Pilbeam	59.65
H+I	Dave Kitching	Jedi	57.51
J	Jamie Hylton	Malan	58.60
K	Matthew Pinder	Vauxhall Lotus	58.35
FTD	Dave Kitching	Jedi	57.51

A DAY IN HEAVEN

Any red blooded motoring fanatic cannot but be stirred by the sight of 25 Ferraris at Harewood. The Ferraris were there enjoying a day at the School.

The cars and people were wonderful, some very spirited driving took place. The School received rave reviews from all those involved. Everyone enjoyed it so much, the Ferarri Owners Club are now seeking to return sometime next year.

BK

Letters to the Editor

Dear Pat

Well, here we are at the end of another Harewood season. Doesn't seem like five minutes since we were shaking everything down for Practice Day, does it?

Could I just take up a few column inches in the next edition of the 'Times' to thank everybody, marshals, officials and competitors, who worked so hard to make the Greenwood Cup and Championship Finals meetings run so smoothly last weekend. Even the Clerk of the Weather did us proud (well, almost); it's a pity about the brief shower on Saturday afternoon just spoiling things for the later classes' final runs but, even so, at least he left it until everybody had had plenty of opportunity to get some decent times on the scoreboard.

Many thanks also to the number of competitors who have, during the season, donated prizes for the marshals' draws; I'm sure I speak for all the recipients in saying how much these are appreciated.

Having said all this, I must just sound a couple of cautionary notes to competitors for next season. Firstly, it was drawn to my attention unofficially that a small number of cars were seen being driven away from the meeting on the public highway with competition numbers still displayed. This is a specific offence under MSA regulations, of which we remind you in your final instructions, if you would but read them! Also, I have reason to believe that one or two of you may have taken your cars out for a 'quick blast' along Harewood Avenue during the meeting, presumably to check out a problem or its solution. Whilst the 'Blue Book' is less specific about this, it is definitely not a good idea from a PR point of view and therefore arguably 'conduct prejudicial'. Even with numbers removed and fully road legal, the connection to the event is fairly obvious and such action is not going to endear us to our neighbours or to any passing motorist. The car park staff will be asked to report these situations formally in future and any transgressors can expect no mercy from me.

Once again, many thanks to all; hope to see you at the Forum, Dinner Dance and next season back at Harewood.

Yours sincerely

Richard Hooper
Clerk of the Course

HAREWOOD MARSHALS

Tim Bendelow

My 'Main' news is that I am standing down as Chief Marshal at Harewood for the 2000 season. I will be taking a break for at least a year and may pickup the job in 2001, but that decision will not be made before this time next year.

Mike Shorley will take over the job and the 2000 Marshals Availability Forms will be out soon.

Harewood regular marshals have been their usual busy selves away from the 'hill'. The Isle of Man features strongly with the visit in May to the 'Three Hills Challenge', also featuring most of the Ferraris from our May event. The Manx Classic has just taken place with sprints on Douglas promenade, Willaston and Jurby.

Knockhill has been a favourite for at least one regular with Cadwell, Croft and Donington on other's lists following some popular championships (ie the BTCC, F3 & GT's + the regular Clubmans categories).

Rallying has its followers too - the local events being supplemented by the Pirelli, Scottish and Jim Clark, plus various events in Ireland, Wales and Scotland. The Trackrod Rally Yorkshire had just run again with help from a number of 'Harewoodites' - a couple (including myself) at scrutineering and the finish, three out being Judges of Fact on the road sections and some out in Dalby Forest operating radios.

With the Cadwell and Croft seasons coming to an end, the Tour of Mull and the Network Q MSA Rally of Wales - sorry Great Britain to follow. Also a new experience in the classic Lakeland trial, there's still a lot of motorsport happening. No doubt others have their own tales of 'derring-do' - please let Pat Kenyon have them, even the odd paragraph is better than nowt!!

MARSHALS ARE APPRECIATED

It's good to see that more and more drivers are acknowledging the sterling efforts of our dedicated group of marshals, and many of them are now bringing prizes for the end of meeting Marshals Draw.

Keep up the good work.

BK

BARROWFORD BONFIRE **HELP!!! HELP!!!**

Barrowford Community Bonfire is on again.

Those silly nice people at the Council have let Ian Bickerstaffe and chums do the bonfire.

We desperately need your help.

If you can marshal the event for us, we offer lots of hard work, maybe in the cold (and wet), and lots of free beer.

Waterproofs, torches, Probans and other Hi-Viz outfits, warm boots and gloves are needed plus your usual good-natured banter for the long hours.

Contact Tim Bendelow on 01423 340595 or Ian Bickerstaffe on 01282 450715

LETTER TO THE EDITOR

Dear Pat

I would just like to say a few words of thanks through the pages of the 'Times'. I have been competing in hillclimbs and sprints for approx eight years now, in the Formula Ford class. Over the years I have gained experience of various venues and have had class wins and many places. I have even got a class record to my name somewhere, I'm sure Mr Tony Metcalf could remind me just where that somewhere is. But there has always been one thing that has eluded me for many reasons over the years, and that's a class win at Hallowed Harewood. Well on 4.7.99 I obtained that win, which, as you can no doubt appreciate, I am very pleased about.

I would like to say a special thank you to my father (Peter) who always said I could do it even when I doubted it. Without his sponsorship and support I could not have done it. Thanks also to my long-suffering wife (Lesley) for putting up with my so near but yet so far stories over the years, and to my friends who also have supported me over the years. Last but not least to my grandfather (The Venerable) - my only regret is that he did not live long enough to see me do it.

Many thanks to the marshals and organising staff at Harewood, you all do a really great job and all we competitors appreciate it very much.

Mick Moore
Class 9

Annual Dinner Dance & Award Presentation

Culston Hall Hotel, Culston, Nr Leeds

Saturday 20th November 1999

Tickets £28.50 each

from Carol Wride 0113 258 0274

Application Form enclosed

Accommodation available at the hotel

£89 double b&b, £79 single b&b

Tel: 0113 282 1000

Last year's event was an outstanding success so don't miss out this year.

LOTON PARK

Saturday 25th / Sunday 26th September

RECORDS ROLL AT LOTON

Tim Wilson

Harewood regulars went on a record breaking rout at Loton Park's end of season Club Meetings.

Road car specialists Bobby Fryers and Richard Hargreaves, visiting Loton for the first time, broke records in their respective classes. Fryers snatched the 2 litre Road Modified class mark in his Renault Clio whilst Hargreaves put his Lancer Evolution inside Loton specialist Dave Parr's 2 year old unlimited record.

David Newton, also debuting at the Shropshire Hill, finished a brave second in the over 1800 Modified Kit Cars, despite sprint classes pitching his 2 litre Westfield against a handful of V8's.

At Sunday's Midland Speed Championship round Tim Wilson reset the 1800 Modified Kit Record in the Caterham 1600K whilst Mike Sidgwick put his Pilbeam ahead of Roy Lane's Tiga to win the Sports Libre class.

HAREWOOD REGULARS ON

THE ROAD

Tim Wilson

PRESCOTT

Several Harewood Championship regulars basked in unseasonably hot weather at Prescott for the penultimate round of the British Hillclimb Championship in September.

The familiar E-Types of John Green and Haydn Spedding played a supporting role to the frighteningly quick Porsche 911 of Richard Jones and Alastair Crawford's ever widening MGB in a 4 strong unlimited ModProd class, Green nosing ahead of Spedding's soft top for 3rd place. Malcolm Dungworth won the road category, his Dax Rush over a second clear of a pair of V8 Morgans, while Tim Wilson put his Caterham 1600 K Series 6th in the 17 strong 2 litre ModProds.

Les Procter's OMS is working well, finishing 6th in the 2 litre Sports Libre class with Mike Sidgwick 2nd in his Pilbeam MP43 among the unlimited cars. Steve Owen managed to qualify for the Top 12 Run Off in the diminutive 1137cc powered OMS with Lynn also finishing well up the competitive 1600 Race Car class. Meanwhile Chief Instructor David Grace finished in the top 3 on both Championship run-offs, having secured the Championship win at Gurston in August - well done David!

LOOKING BACK AND LOOKING FORWARD

Richard 'EVO' Hargreaves

I've been keeping my eye on the letters section of *Motoring News* to see if anyone had a reply to my letter in July, asking why the top hillclimbers and sprinters had not been invited to the Festival of Speed at Goodwood. Didn't think so. Grace and Co would make them look daft, so they pretend to ignore my letter. So, I'll write again just for the hell of it, eh?

Our dear President, the Earl of March is the owner of Goodwood don't you know. So why the hell aren't we invited? I think I've said enough for the moment on that subject.

For the 99 season is all but over, with just 3 Sisters to go. This is the final of the MSA Sprint Championship and other championships including the Longton Hillclimb and Sprint Championship. I need a record breaking win to stave off Nicole's dad in the Clio, who is dangerously close. Terry Whiteman in the Cyclone is also in the hunt.

As for this season's past events, I have had a fabulous year, in what has turned out to be a great car for the job. The competition has been good at every event I have attended, with quite a variety of cars competing, and quite a few new faces. Apart from Harewood, I think my most exciting result was in Anglesey when I posted the first sub 100 sec time, for two laps of the circuit, in a road going car. (I do use it on the road you know!)

I can't remember when we had a year at Harewood when every round was fine, but I am only young - well, compared to some! It suited young Sketchley down to the ground and he deserved his championship win, good on him. Anyone who prepares a car to that standard deserves success. Take note Glyn, I've found a more slippery polish for next year! I need to lose some weight to remain competitive and it would help if the car wasn't so heavy!!

Having said Harewood was fine at every round, I'd forgotten the MG Car Club joined the BARC for a meeting at the end of June, when it threw it down nearly all day. Mike Shepherd-Smith was competing in my previous hillclimber, the Subaru. I still have a soft spot for that car, it gave

me the 1996 Longton Championship, and I still hold the 3 Sisters record with it. Malcolm (Pinder) seemed to have the class wrapped up and decided to call it a day. A mistake that cost him dear! Mike gave it death and took the class and 2nd not 3rd FTD if I'm not mistaken.

As ever, the organisation at Harewood was slick during 1999, although I still can't follow how the Target Time system works, even though the Right Hon. Chris Seaman tried to explain it to me. My tiny little brain could not absorb such a simple little thing!

As you can imagine, I keep reading through what I have just written and I have decided that before I write another article, I must go to the Peter Herbert School of Letter Writing as I imagine reading this will pale into insignificance if Peter has written one of his well informed, amusing, and thankfully occasionally slightly incorrect parables (incorrect only in that he referred to me as Timo Makkinen, as opposed to Tommi). It was you wasn't it Peter? And you did mean Tommi didn't you?

As regards the marshals at Harewood, they are a friendly crowd and I appreciate the young lady on the startline who always says my car smells good! Must be the WD40 I spray on everything.

Considering that I have been competing in speed events since I was eighteen, I can hardly believe I had missed competing at, what must be considered, one of the best climbs in the country - Loton Park. I was there competing on the 25th September with quite a number of Harewood regulars. I'm sorry but I was so engrossed in my own little world, I seemed to miss speaking to a number of friends and fellow competitors, please forgive me. I hope you enjoyed your day or days there as much as I did.

Looking forward again to next season. I wonder if there will be any Caterhams with Bike engines competing, they will be something to watch. I've also had a suspicion there could very well be a rapid Suzuki Swift entering the up to 1400cc Road Going class with an established driver from another class piloting.

Finally, thank you my friends and fellow competitors for making my year an exciting one. I hope I have many more years enjoying the pleasure of your company. You are a good crowd.

CHAMPIONS ALL

Brian Kenyon

Congratulations to Glyn Sketchley in sewing up the final Harewood Championship of the millenium. Two fine performances mid-season meant that the championship was virtually over bar the shouting. All it needed was for Glyn to keep his nerve and the car to remain in one piece, and the championship was likely to be his. Richard Hargreaves put up a spirited fight with a super new class record but those two 19 pointers of Glyn's were just too much to claw back and Glyn clinched the championship in style.



Ladies Champion, Jenny Woodfield celebrating her licence upgrade

Photo: Chris Seaman

For the 2nd year Jenny Woodfield is our Ladies Champion. A series of high points scores and good class positions had put her virtually out of the reach of her nearest pursuer Clare Sullivan. Then Clare put the Mini into the tyre wall at Clark s and her season was over. With the championship in the bag, computer wizard Jenny, toyed with the idea of substituting her new Class 7 Escort for the all conquering 1600 Caterham but she stayed loyal to the Caterham and the championship was hers by a country mile. She admits her task will be more difficult next year in the new car

1999 Champion, Glyn Sketchley

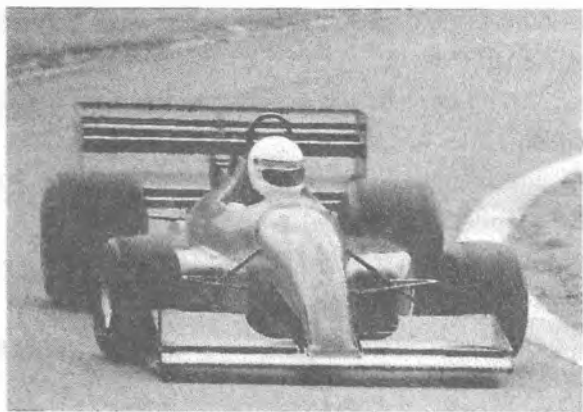
Photo: Chris Seaman

Jamie Hylton got his just reward this year. The FTD Championship was his, unlike last year when he was demoted to 2nd on count-back. His passage to the championship was made easier by the non-appearance of his closest rival Steve Owen. But solid performances throughout the year saw the Blackpool driver take the spoils.



FTD Champion, Jamie Hylton

Photo: Pat Kenyon



1999 British Hillclimb Champion

David Grace

Our Driving School Chief Instructor David Grace has once again taken the title of British Hillclimb Champion. Congratulations David from all at the Yorkshire Centre

1999 ANNUAL AWARDS

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

1 **Yorkshire Post Trophy** David Grace 52.89 seconds
Fastest Time of the Season

2 **Jack Farrar Trophy** David Grace 52.89 seconds
Fastest Time of the Season by a member Resident in the County of Yorkshire

3 **Arnold Burton Trophy** Peter Green 104.61 points
Classes D, E, F and G Total Bogey Points

4 **Richard Sutherland Trophy** Haydn Spedding 91.75 points
Sports car in Classes 1, 2, 3, 6, 7 and 8 Total Bogey Points with no scores dropped

5 **Guyson Sandblast Trophy** Richard Spedding 63.00 seconds
Fastest Time of the Season by a Jaguar

6 **Hatfield of Sheffield Jaguar Trophy** Haydn Spedding 91.75 points
Total Bogey Points by a Jaguar

7 **Ford Woodhead Trophy** Mick Moore 62.22 seconds
Class 9 Fastest Time of the Season

8 **Appleyard Group Trophy** Alastair Crawford 61.54 seconds
Sports Car in Classes 6, 7 and 8 Fastest Time of the Season

9 **Wallace Arnold Trophy** Dennis Crompton 63.76 seconds
Saloon Car in Classes 6, 7 and 8 Fastest Time of the Season

10 **Wendy Wools Trophy** David Newton 59.36 seconds
Classes A, B and C Fastest Time of the Season

11 **Total Trophy** Not Awarded
Saloon driver in classes 6 to 8 having greatest improvement over class record

Brownlow Peabody Trophy Richard Spedding
Most meritorious Performance in a 'Historic/Classic' Car

Scrutineers Trophy Richard Hargreaves - Mitsubishi EVO
Presented at the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car

The following trophies are awarded at the discretion of the BARC Yorkshire Centre Committee

John Bindloss Trophy Richard Spedding
to the new competitor who has shown 'The Greatest Promise in Hillclimbing'

Ronald Hudson Memorial Trophy Keith Davison
The Marshal who has shown the Greatest Dedication to Duty.

Philpot Marshals Trophy Not Awarded
To the Harewood Marshal who has performed some specific task over and above the normal call of duty.

Tim De Dombal Trophy , Andrew Wride
Official or Marshal who has shown the Greatest Potential During the Season

Derek Clark Memorial Trophy The winner will be announced at the Dinner

ANNUAL COMPETITION 1999

Name	F	M	A	M	M	Ju	Ju	Jy	Jy	A	S	S	Sub	Drop	Total
Peter Green			5	3	6	6	3		6	5	3	6	43		43
Richard Hardcastle		3	3	3	3	6	5	4	6		4	5	42	3	39
Richard Hooper		4	5			3	3	3	5	4	6	6	39		39
Geoff Goodwin		3	6		6		3		6	6		6	36		36
Graham Wride			5	3	5	3		3	3	6	3	3	37	3	34
David Dalrymple	3	5	3	3	4	3	4	3	5	3	3	3	42	9	33
Kirsty Fleming	4	3	3	3	3	3	3	3	3		4	3	35	6	29
Tom Savage	4	3	3	3	3	3	4	3	3		3	3	35	6	29
Brian Kenyon		4	3	3	3	3	3	3	4	3	3	3	35	6	29
Pat Kenyon		4	4	3	3	3	3	3	3	3	3	3	35	6	29
Daphne Walker	3	4	4	3	3	3		3	3	3	3	3	35	6	29
Peter Walker	3	3	3	4	4	3		3	3	3	3	3	35	6	29
Stuart Gaughan	4	4	3			3		3	3	3	3	3	29		29
David Naylor		3		4	4	3		3	3	3	3	3	29		29
Simon Clark				6	6		3	3	4	6			28		28
Tony Briggs			4	4	3	3			3	3	3	3	26		26
Steve Owen		3			6	5			6	6			26		26
Simon Bentley	4		3		4				3	3	3	3	23		23
Lynn Owen		3			4	3			3	4			17		17

If you feel there are any discrepancies, please advise Tim Bendelow as soon as possible on 01423 340595

12 scoring days less 3 lowest scores

*The Pearce Trophy
The Ken Lee Trophy
The Firth Bowl*

*Peter Green 43 points
Geoff Goodwin 36 points
Kirsty Fleming
Daphne Walker
Pat Kenyon 29 points
Kirsty Fleming & Tom Savage
Daphne & Peter Walker
Pat & Brian Kenyon 29 points*

The Chippy-lola Vase



Congratulations to Kirsty Fleming on being elevated to position of Chief Start Marshal at the September event.

Her 'hacking group' includes l to r: Bruce Woodhead, Tom Savage and Ian Bickerstaffe.

Photo: Wendy Clay



Auto Trader

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

Championship 1999



Congratulations to the Top Ten in the Autotrader Championship. The photo also includes the FTD and Ladies Champion.

A full list of positions will be sent to all Championship contenders shortly.

Back row l to r:
Matthew Pinder, Tony Metcalf, Jonathan Mounsey, Glyn Sketchley, Geoff Goodwin
Front Row l to r:
Richard Hargreaves, Jamie Hylton, Peter Green, Mick Moore, Jenny Woodfield, Andy Stokes.
Missing - Bobby Fryers



CHAMPIONSHIP TOP TEN

Posn	Driver	Total With Lowest Score Dropped	Total	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Glyn Sketchley	91.33	108.56	17.45	19.46	19.66	17.31	17.23	17.45
2	Richard Hargreaves	90.87	108.34	17.57	18.56	18.83	17.47	17.60	18.31
3	Bobby Fryers	89.71	106.66	18.49	18.35	18.48	16.95	17.20	17.19
4	Geoff Goodwin	89.64	89.64	18.00	18.00		17.70	17.94	18.00
5	Jonathan Mounsey	88.32	105.20	18.13	18.42	17.38	17.01	16.88	17.38
6	Andrew Stokes	88.21	104.02	16.91	17.94	18.90	15.81	16.77	17.69
7	Peter Green	88.12	104.61	16.49	17.86	18.59	17.28	16.97	17.42
8	Mick Moore	86.74	86.74	16.63	17.20		17.38	17.53	18.00
9	Daniel Pinder	86.31	86.31	17.17	17.73	17.12		17.29	17.00
10	Tony Metcalf	86.11	86.11	16.94	17.67		16.84	17.20	17.46

FTD Championship

Posn	Driver	Total With Lowest Score Dropped	Total	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Jamie Hylton	46	54	10	9	8	9	9	9
2	Steve Owen	40	40		10	10	10	10	
3	Matthew Pinder	36	41	7	6	7	6	5	10

Ladies Championship

Posn	Driver	Total With Lowest Score Dropped	Total	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
1	Jenny Woodfield	75.94	89.58	13.64	16.08	16.26	14.78	14.04	14.78
2	Lynn Owen	51.74	51.74		10.78	12.99	14.80	13.17	
3	Clare Sullivan	42.66	42.66	14.58	14.37		13.71		

Driver's Quiz

Do you want to be a better driver?

A day at the School will improve your driving ability both in competition and road driving. The main aims of the School are to make you a better driver, a safer driver, a smoother driver.

Do you want to be quicker? If so consider a day at the driving School

Learn about the correct line and how important smoothness and the technique of carrying speed through a corner is.

Do you want to be quicker but cannot afford to spend an arm and a leg on a new engine?

People have attended the school and knocked off seconds at a competitive hillclimb.

Do you want to be quicker so that your wife / husband / partner / girl or boyfriend doesn't have to listen to you moan about how uncompetitive you have been?

Gain an instant improvement in your relationship and also your ability to climb Harewood.

Do you want a memorable day out?

A day at the Driving School will add zip to your life and a spring to your step, you don't have to be a competitor, or interested in competition, to reap great benefits from the course.

Have you a birthday, anniversary or special day to celebrate? Don't forget you will shortly be asked what you would like for Christmas.

Answer - Leave the 'Times' open on this page in a prominent position and you never know your luck.

If all else fails, treat yourself to a great day at the Harewood Speed Hillclimb, Driving School.

2000 Dates

Thursdays

13th April

4th May

1st June

31st August

Gift Vouchers available

Corporate days arranged

For further details and a brochure ring Pat Kenyon on (0114) 234 0478

BARC

YORKSHIRE CENTRE

HAREWOOD SPEED HILLCLIMB

DRIVING SCHOOL



SPEED EVENTS FORUM

Sunday 7th November 1999

Old Golf House Hotel

Outlane Nr Huddersfield

(Jn 23 of the M62 - exit only eastbound)

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

Everyone is welcome

**Come and air your views about classes,
events etc.**

**If you cannot attend but have a point to
make, write to
Chris Seaman**

**Seaman Photographer Ltd
193 London Road, Sheffield S2 4LJ**

***Your annual chance to comment
on any aspect of Harewood, the
classes, the championship or the sport.***

***On the reverse of the coin, you
may wish to express your great
appreciation for a job well done and
hope that everything continues in the
same vein in 2000. Whatever your point
of view, please try to attend, for many
positive and helpful suggestions have
been made at previous Forums.***

***If you don't attend, or don't write
to our Competition Secretary, don't
complain if something doesn't suit you
next season.***

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

***So, please try to attend, your input
will be appreciated.***

MEMBER'S ADVERTS

Members are invited to send in adverts for their own cars or parts. This column is NOT available for commercial adverts.

If you wish to place a trade advert in the 'Times' for any parts or services, please contact Simon Clark for prices.

FOR SALE

1600 Rover K-Series engine, built by Minister Racing Engines. Competitive Class B or Kit Car engine on Lumenition throttle bodies and management. 165 bhp. Dry sumped. More information without obligation from
Tim Wilson 01484 640865

FOR SALE

Ex Photoco Snapshots Lola T508H built by John Village Automotive. Mellors Elliott 1100cc all aluminium engine. Hewland Mk8 5 speed LSD gearbox. 2 sets 8" and 10" Revolution wheels with wets and dries. All aluminium shock absorbers.

£4750 ono

**Ring Paul Bennison on
0114 289 0898**

FOR SALE

Jamie Hylton's Malan
1600cc all steel BDA - highly reliable
quick and successful
(This year's FTD Champion and 2nd in 1998)
Bend Jamie's arm up his back and you may own
a car high in pedigree, low in price.
Tel: 01253 700697 or 079332 767624

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