



Issue No 79

*Merry
Christmas*



*Happy New Year to all
Yorkshire Centre members*

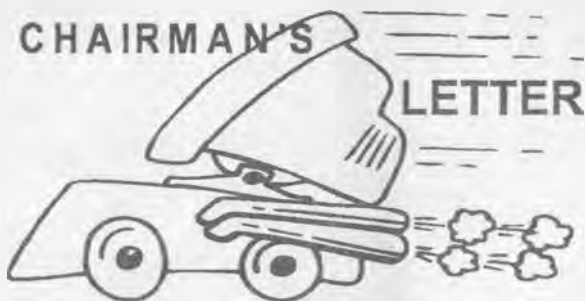
*Welcome to the new
Millenium*

Season 2000

*From your Editor and
the Committee*



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Dear Member,

The season has finished and the post Dinner Dance hangover has worn off (almost).

We have had a great year and now many thanks and congratulations are due not least to Carol Wride for organising a great Dance where all our silverware was on display and nearly everybody was able to collect it in person. Notable among these being our Autotrader Harewood Hillclimb Champion Glyn Sketchley and Derek Clark Memorial Trophy

winner Tim Bendelow. Tim, as many of you know, has put a phenomenal amount of effort into Harewood at a time when many of us might have taken time out and it is for just this sort of attitude the award was given in the first place

Many thanks go to Stephen Booth and all his team at Autotrader for their generous support over the last 3 years and it is sad to see them go but as Stephen said at the dance "he hopes our paths will cross again", as do we. They have been the model sponsor in as much as they have left the day to day to us but have been there and helped and supported us whenever appropriate and I very much hope we can replace them with a team as enjoyable to work with and as generous in terms of financial support. If you are interested in discussing the options please call me

The Hillclimb Forum was well attended and was one of the most productive I have been to for many a year and no doubt you will read more of its conclusions later in the Times.

For 2000 and beyond the two big issues occupying the committee at present are the resurfacing of the old hill area and the whole of the timing system and method. The objective probably over the next 2-3 years is to move toward a timing system based on a continuous clock and David Clay is working out how we can get split times and corner times etc. from many different points on the hill. This will greatly aid spectator interest as well as competitor learning and data. Any member who feels they can help in this will be welcomed with open arms. Already helping enormously is Ladies Champion Jenny Woodfield but I am sure David and Jenny would love to talk to you if you have any ideas on programming for this system.

Inevitably both the above will cost money and Harewood is occasionally accused of being expensive, it is, but then again the value for money, expenditure on safety measures and facility improvement shows we are ploughing the money back in and continue to strive to make Harewood the premier venue in the U.K.

Finally remember that Christmas vouchers for the Hillclimb School are available from Pat and they are a great way of saying thankyou to a mechanic, girlfriend, wife etc. and equally good way of giving a friend or family member a subtle hint about his/her lines.

Have an Excellent Christmas and a Very Happy New Year and we will look forward to seeing you in 2000.

Simon Clark



Dear Member

Merry Christmas and a Happy New Year to you all. I hope you are welcoming the new Millenium in appropriate style.

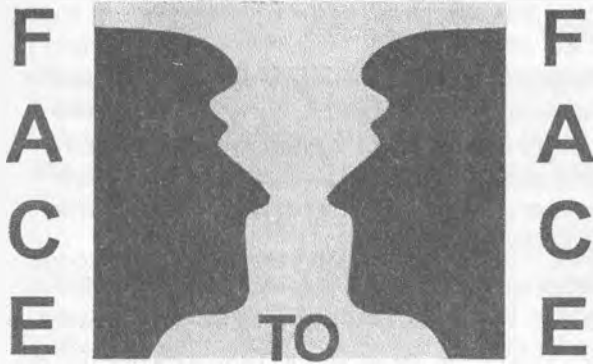
It won't be long before the season starts. the next issue should have your Regulations Booklet enclosed.

I hope you approve of the new look 'Times'. Brian and I have thought for a long time that it needed 'jazzing up'. Features I hope to include in the next few issues are Face to Face, which will introduce you in more detail to members of the committee, and for our older members, the Blast from the Past pictures will

be of undoubted interest. Peter Herbert suggested we have a column on Book and Video Reviews, so if you receive one of the above for Christmas, let us know your views on it.

My plea for articles did not bring in the avalanche that I expected but nonetheless it is encouraging that a few members have taken the trouble to write. By and large it's the same old faithfuls who have written. Please write, remember if on reading the 'Times', you consider it not to be interesting, just think how often you have contributed to recent issues.

Pat



SIMON CLARK

What can be said about this month's personality? It's a case of been there, done it and got the T-shirt.

It was inevitable that Simon should follow in his father's footsteps into the BARC and motor sport. As a youngster Simon navigated for his father, Derek Clark, on rallies. His first ever solo event was an autotest in which he competed in an Escort. His father announced just before the Novice and Vintage event in 1973 that he had entered Simon, he was thrown into the deep end having never driven the E Type Jaguar before. The seeds sown, a self-prepared Escort Mexico was pressed into action.

When his father purchased a Formula 5000 March, it was no small step, most definitely a giant leap and Simon quickly experienced the feeling of terror. The March was campaigned for a while winning Class 17 at Scammonden - the March filled the track, consequently there was virtually one line up the hill.

A Brabham BT35 followed the March and Simon, ever keen to find his personal and the cars limit, had an 'almighty' at Harewood. "The accident started exiting Farmhouse and didn't finish until the entry to Quarry", Simon said "all four wheels were ripped asunder and I was left sitting in the spaceframe, shaken and slightly stirred."

Various road cars were used in competition for a while until Simon joined the highly competitive and numerically strong Formula Ford class in 1983 and for a while he held the class record. No mean feat with such a class field.

A Ferrari was purchased in 1988 and hillclimbed for a while before a fully prepared non-road going Ferrari was purchased and raced for 3 years from 1992 onwards finishing second in the Pirelli Maranello Challenge. After the racer was sold Simon continued his domination of the Harewood Hillclimb Ferrari class and still holds the record to this day, despite the protestations of Christian Mineeff.

His favourite race and hillclimb venues are Spa - awesome; Loton Park - a great challenge, not forgetting of course Harewood an excellent technical test.

He joined the Yorkshire Centre committee in 1979 and quickly rose to become Chairman in 1983 after the unfortunate death of his father. After a gap, Simon returned to the chair in 1990 and holds the position until this day. Alongside his Centre commitments, Simon joined the BARC Council in 1985 and is the 3rd longest serving council member.

Simon joined the family firm, Design & Fittings in 1974 and has guided it through to the present day since the death of his father in 1982.

Simon married Georgina in August 1994 and has two daughters, Freya aged 4 and Inez aged 1. A fervent family man, many of you will have seen the children sitting on Simon's shoulder at Harewood

His hobbies include golf, shooting and fishing but he refuses to be drawn into the riding scene, unlike his sister Nicola - it's too dangerous!!

Simon is an ardent supporter of the Hillclimb Driving School, as an instructor he has given many pupils a memorable ride in his BMW. He is wholeheartedly behind the school's aims of 'improving people's performances' as well as introducing prospective competitors to the sport.

Simon has long been the driving force behind the new improved Harewood (he was involved in the design of the new hill). His long-term aim is to make Harewood the premier hill in the country.

I think you will agree that he is well on the way to achieving his goal.

WANTED

Enthusiastic members with knowledge and understanding of marketing and PR to help raise Harewood's profile as an entertainment venue for the Public and Sponsors. The committee freely admits its deficiencies in this respect and needs to improve the customer base of the Hill. The economics say we cannot run any more cars in a season without giving up 1 run, which we are not prepared to do. Costs are fairly fixed which leaves sponsorship and gate money as the opportunity areas. If you can help and want to get involved please call me on 01423 358590 or e-mail me at simon.clark@desfit.co.uk.

P S. I regret to say the remuneration package is non existent.

THE ROYAL TOURNAMENT 1999 - THE LAST RUN

Brian J Watson

While the rest of the BARC Yorkshire members were going through the agonies and ecstasies of the championship, work commitments, and some serious choices about my new car (We ended up buying a Historic Cooper to compete in a variety of events) relegated my involvement to reading the BARC Yorkshire newsletter. One of the more enjoyable and challenging work commitments that landed on my desk in January however was the chance to be involved in the last Royal Tournament - the biggest and best Military Tattoo in the world.

As a Communications Engineering Officer in the Royal Air Force, my interest in Motor Sport was nurtured by like-minded individuals who form the Royal Air Force Motorsports Association (RAFMSA). The RAFMSA has been active since 1961 and encourages participation in motor sports events at local, Inter-Service, national and international level. It is one of the RAF's main sports associations, its members being currently active in every form of competition including 4 x 4 events, karting, rallying, circuit racing, speed events

speed precision driving and riding. It was therefore fitting that the display team was invited to form once more for the last-ever Royal Tournament at Earls Court in July of this year.

After assisting to run the team last year I foolishly volunteered to lead this years display team. The display was to involve a head-to-head challenge race or 'Rally-Sprint' with 2 teams negotiating various obstacles in a race against each other using the latest FORD edition; the FORD FOCUS. In line with the theme of this year's tournament, which emphasised the tournament's history, the FOCUS was assisted by a couple of notable vehicular stars from FORD's distinguished past - The Model-T FORD and the original FORD Mexico (FEV IH). The RAF flavour of our display was enhanced by a unique introduction combining the Queens Colour Squadron of the Royal Air Force Regiment and the Central Band of the Royal Air Force.

The RAFMSA Display team gives drivers who are registered as competitors within the MSA an experience of something completely different - performing in



(including of course hillclimb events), rallycross, motocross, endurance motorcycling and road racing. One of our members is even taking to the circuits in the glorious sport of truck racing! Members of the RAFMSA have been successful in many areas over the years, but following the breaking of the sound barrier by Richard Noble's Thrust-SSC, our most famous member is Squadron Leader Andy Green, the fastest man on earth! One unique aspect of the association is our contribution to the Royal Tournament in the form of an annual display team and, I had been given the task of running it for 1999.

The RAFMSA has been a regular contributor to the Royal Tournament for many years now, and has on more than one occasion been the only RAF representative. We have used both motorcycles and 4-wheeled vehicles of various descriptions and combinations to provide a 10-minute display of high-

front of 11,000 people twice daily for 10 days seems to fit the bill! The display itself is definitely a team effort and we always have our own support team comprised of volunteers drawn from all ranks and trades, from bases across the UK and Germany. These support personnel are a vital element of the show because of the tight time-scales involved in setting the arena for our display. In all we had 7¹/₂ minutes to get in, set up the display, run the race, take the salute and get out!

Every year the display team tries to do something a bit different. Thanks to generous sponsorship from FORD, who supply all display and support vehicles and the display equipment, this has been made a touch easier! At this years Royal Tournament, in conjunction with our innovative civilian co-ordinator, we decided that we would jump the chosen display vehicle over a gap whilst the second vehicle (hopefully!) passed

beneath. Using this jump as a focal point we then built a 'Rally-Sprint' course, which we felt would provide further excitement for the crowd, using obstacles such as an axle-lift and a vehicle seesaw. Combine these with the obligatory sprinkling of hand-brake turns round suitably placed bollards and we felt that we had the makings of a watchable display.

As we are purely a volunteer outfit opportunities to gather the team together to practice for our display were few. As was normal for the Royal Tournament we put together the display within three 2-day training periods- not bad considering the Royal Signals White Helmets, who were performing alongside us, were a full-time display team! As it was, due to logistical problems within FORD, we did not receive our jump-vehicles until the last 2-day training slot - 48hrs before our deployment to Earls Court for the formal rehearsals! So it was with great relief that we stood watching the final practice sessions in a field, somewhere in Lincolnshire, to see the vehicle sailing over the 8ft gap with relative ease and a reasonable safety margin!

Upon arrival at Earls Court 3 days of intense show rehearsals ensued before the dress rehearsal loomed. This was a particularly busy period as we were to be involved in the tournament programme on 4-occasions; the opening parade, the White Helmets display (helping out the Royal Signals as usual) our own display and the Finale. After the 6-hour dress rehearsal, we had a display that was as ready as it could be for the show.

The workload this year was somewhat higher due to our increased participation however it wasn't a particular hardship to be chauffeur-driven around the arena as part of the opening parade in front of an enthusiastic crowd in a genuine 1915 vintage Model-T FORD, which incidentally was red! As a team we were MotorSports enthusiasts one-and-all and it was a pleasure to see a genuine piece of rally history- the Mk 1 Escort Mexico, which won the 1973, London-Mexico Rally, gently put through its paces as the warm-up for our display. Gently that is until we got the TV Commentator, Jim Davidson, in the passenger seat when, for some inexplicable reason it started going a lot faster and, a lot more sideways! Those of you who witnessed the television coverage will have seen the resulting expression on his face! Assisting the Royal Signals was a bit of light relief for our drivers as all they had to do was drive into the arena sit and admire the view, and be jumped over by the excellent white helmets display rider. The Finale was a brilliant piece of pomp and circumstance that involved as many participants as possible and consistently brought a lump to the most cynical throat,

particularly when the largest Union flag ever made descended from the roof to the strains of Land of Hope and Glory.

Thanks to the efforts of the team our display was a great success. From that first afternoon, when all our nerves were stretched to the limit for our first outing in front of a packed audience, until 23 shows later and the last and very moving evening in front of the Princess Royal the display was faultless. As amateurs, the drivers displayed professional qualities doing handbrake turns in a standard production car neatly around a bollard, at 40 mph on a dirt surface 15ft from 11,000 members of the public and then doing an 8ft jump using a make of car that's never been jumped before!

Those of you who did not see the Tournament this year, missed a magnificent spectacle that was a timely reminder of all things great about the British Military. The bands, this year including the mounted band of the household cavalry, were as always excellent and to compliment this we had the stirring sound of the massed pipes and drums of the commonwealth. The splendour of the occasion was enhanced once again by the Kings Troop of the Royal Horse Artillery performing the musical ride. The special act this year involved the Royal Marines doing things with death slides that you should never try at home and had the requisite number of explosions and bangs to keep the crowd enthralled.

Writing this article a couple of months down the line, I am very sad to see the Royal Tournament disappear after 109 years. Whilst I appreciate that there are sound arguments for ending the current format I hope that there is something suitable waiting in the wings to take its place. After all, when else do the 3 services get the chance to get-together to show the public what we can do, albeit in a very theatrical showcase. As a consolation, I have the memory of taking part in a piece of history where I witnessed the last ever Naval Field Gun Run - The Last Run of the title -which was a privilege in itself. The Field Gun run is an awesome event to watch and it is undoubtedly the hardest team event in the world. Never before have I experienced the wave of emotion which swept through the Earls Court arena as all the field gun teams converged on the arena for the final prize giving to receive a 10 minute standing ovation from a packed crowd of 11,000 cheering people.

So, while I didn't get to compete in a championship this year, I did get to take part in a little bit of history; commanding the RAFMSA Display at the last ever Royal Tournament. As for my own motorsport well, the Cooper's ready, so lets see what 2000 brings after a short stint in the Gulf, over Christmas and New Year of course!

AWARDS OWED 1998/1999

If you are owed an award for either of the above years, the awards cannot be stocked indefinitely and it is up to the winners to make sure they, or some other party collects them on their behalf.

At the start of the 2000 season, these awards will be available and if you do not make any endeavours to collect them, they will be returned to stock.

PK

SORRY LYNN

I would like to apologise to Lynn Owen for passing her over in my review of the championships in the last 'Times'. Lynn, not as I stated Clare Sullivan, was closest to the Ladies Champion Jenny Woodfield and indeed, if Lynn had done more rounds, the outcome would no doubt have been much closer.

BK

FOR SALE

SPECIAL CHRISTMAS SALE

Ultra light brand new Kevlar Westfield nose and bonnet *each* £200
Set of little used Avon A39 wets (7.2/20/13) on 7 x 13 Revolution alloys Ford fitting £350
Set of forged Cosworth Ford 1300 pistons £250
Set of cast Ford 1300 pistons 0.060" oversize £40
Group N M3 and European Hillclimb Championship campaign to support so no reasonable offers refused.

*Tel: Peter Herbert
0191 301 8723 (Office)
01325 377125 (Home)*

FOR SALE

Caterham

Successful car, ready to win in road going or modprod. classes.

165bhp, Minister 1600K-series, dry sumped, 6 speed, lsd, wide track etc.

Many class wins and records

Full details without obligation from
Tim Wilson 01484 640865

FOR SALE

- 1 pair Mini S reverse rims 10" x 5" £40.00
- 1 Mini 1380 block, caps etc £85.00
- 1 Mini 11 stub 12G2940 head £60.00
- 1 Mini Cooper head, standard £30.00
- 1 pair 10" x 13" diameter 'Mamba' solar split rims 4" pcd with spinnings to make 8" wide if required. The lot £100.00
- 1 pair 'Chevron' bobbin rims. Polished outers 13" wide x 13" diameter £100.00
- 1 Mallock clubman type exhaust, side outlet manifold system with BDA connect plates (head) As new & collector/pipe complete £100.00
- 1 twin-cam Lotus down and under tubular exhaust manifold/pipe £40.00
- 4 Michelin slicks 17" diameter x 9" wide. Absolutely new Offers!!
- If anybody can use them
- 1 Supertrapp silencer (for up to 1600cc) £40.00

**Bob Claxton
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FOR SALE

Jonathan Mounsey's Sapphire RS Cosworth

Top 5 Championship finish last 2 years
**Ring Jonathan for spec
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0976 735598**

FOR SALE

MASON-COVENTRY/PILBEAM-GOULD Rolling chassis & spares package

Monocoque new 1998 complete with latest spec Gould carbon wings & new carbon bodywork & floor. Gould rear suspension new 1998. All new front suspension parts 1998.

Gearbox last rebuilt 1999 by Ron Hand

This is probably the most competitive and best maintained V8 on the hills and could be adapted to take other power units 1600cc or over.

Many spares, wheels, ECU, Data Logger, T/C system, wings, suspension etc

**Ring Tim Mason 01386 7933225
(Mobile) 07801 529732**

ABOUT THE DRIVING SCHOOL

SORTING FACT FROM FICTION

Brian Kenyon

The most asked questions concerning the Driving School are:-

Question: I drive a single seater, how can it possibly help if I drive my saloon car at the Driving School?

Although there are different characteristics in the cars, the basic line remains the same. You will learn the correct line, not what you consider to be the right line and will gain in both entry and exit speeds through corners.

Question: I feel the course will not give me good value for money.

With good tuition it is very easy to gain a massive amount. Nine corners, a tenth a corner, nearly a second gained. How much would you have to spend on the car to achieve such an improvement? If you don't pick up the full amount, very often the odd tenth or two can be the difference between winning and being out of the frame.

Question: Why can't I be timed?

We are not allowed to time cars. This is a condition of our planning and also of the school's insurance. School days are not competition days. The idea is to teach you how to drive on a confined space smoothly and efficiently and to improve your driving skills, something that can be transferred both to the track and also to your road driving making you a better, safer driver.

Question: I've been driving at Harewood for a number of years. Surely you can't help me.

Just because you've been doing something for a long time doesn't mean you've been doing it correctly. We can teach old dogs new tricks!

All the above makes sense. If you seriously want to improve then a day at the Harewood Driving School will be extremely beneficial.



*Gift Vouchers are available
For the **Driving School***

Ideal for Christmas and Birthday

Pat Kenyon

(0114) 234 0478

Dates for 2000

Thursdays

13th April

4th May

1st June

31st August

IN FUTURE ISSUES OF THE 'TIMES'

As mentioned in my Editorial, I wish to introduce, in Face to Face, the members of your committee.

I hope the older members will rekindle many fond memories of drivers of yesteryear in the 'Blast from the Past'.

A short history of the purchase of the Harewood site, by Harewood Hill Ltd, will be published in a future edition.

A report on the history of the annual trophies.

An article from one of our racing members reviewing his season.

A Video and Book review column will be introduced with your help.

MILLENIUM MOTORSPORT OSCARS

Peter Herbert

As a cause for extravagant celebration, the Millenium will, in my view, be regarded in later years as one of the greatest media inspired rip-offs of all time.

For me the magic of New Year's Eve palled some years ago. Gone are the days when I would squeeze into a gorilla suit and join three more apes and a brown bear on a drive through the centre of Darlington en route to a party or three in an Austin 1100. (The shop only had four gorillas, and yes it did happen, twice).

However, as it is currently in vogue for self elected experts to pronounce upon what was best of the twentieth century, here are my personal motorsport nominations, offered in the best interests of healthy debate and mischief.

BEST BOOK

During my formative years in the fifties and sixties, there seemed to be few motorsport books about, but perhaps it was just that I didn't know where to look. No family or friends shared my passion and the public library was my only source of reading material. I can still remember the excitement of stumbling across such gems as 'Sleepless Knights' by rally driver John Sprinzel, 'Seven Year Twitch' by BMC rally team manager Marcus Chambers, and Bentley Boy Henry Birkin's 'Full Throttle'.

Today, a new book is released most weeks, although my own modest effort '750 Racer' is alleged to have escaped and some hot shoe has only to qualify for a Grand Prix before Christopher Hilton insists upon writing his biography.

Yet there have been some outstanding recent works, which include Gerald Donaldson's Gilles Villeneuve and James Hunt biographies, Chris Nixon's 'Racing the Silver Arrows' and 'Mon Ami Mate', Robert Edward's 'Archie And The Listers', Brock Yates' 'Enzo Ferrari' and a particular favourite of mine, 'My Two Lives' by twenties Bugatti racer Rene Dreyfus.

But my choice of motorsport book of the century is none of these. Instead it is one of the first motor racing books that I read. Written by a Le Mans winner, it tells of simpler times when racing was unsullied by commercial expediency, roads were quiet and unrestricted, drivers were frequently wealthy and wags, and rivals were friends. This book is exciting, often frightening, and sometimes extremely funny and it made me want to race cars.

And the winner is 'Touch Wood' by Duncan Hamilton.

BEST FILM

An easy one this, you may think. After all there have been some very crappy motor racing films

produced for the big screen. One of the worst, to my mind, was 'Days Of Thunder' where Tom Cruise's fondness for nerfing competitors into concrete walls does little for the wholesome image of America's Winston Cup stock car series. Indeed, if the rumble of big V8's is your thing, 'Red Line Seven Thousand' is a more faithful observation of period NASCAR. Or how about that spine tingling scene in 'Un Homme Et Une Femme' where the romantic hero Jean Louis Trintignant tests a Mustang and GT40 in the stillness and cold of a Parisian January around Montlery's banked bowl.

Corny though at times it was, 'Grand Prix' was a creditable product of its time, but the racer's motor racing film has to be Steve McQueen's 'Le Mans' with Paul Newman's 'Winning' not too far behind. However, my nomination is a quite different film.

My choice is a film so original, simple and existential that it transcends being merely a film for motor-heads and becomes a memorable movie in its own right. James Taylor plays the character known only as 'The Driver', Brian Wilson of Beach Boys fame is 'The Mechanic' and together they drift through small town America in an extensively modified '55 Chevy. They pay for food and gas with drag race winnings, side bets a speciality and eventually engage in a cross-country race with 'GTO', beautifully portrayed by Warren Oates. The love interest is provided by Laurie Bird as 'The Girl' and the whole film is so simple and free spirited that 'Two Lane Black Top' does it for me.

BEST MAGAZINE

Only two periodicals are realistically in the running for this award, from a British perspective at least. 'Autosport' and 'Motor Sport'. Other magazines have come and gone, the appealing 'Automobile Sport' for instance. While 'Motoring News' is too much of a tabloid to achieve greatness despite my fond memories of its road rally period.

Of course 'Cars and Car Conversions' merits an honourable mention, but tends to be rather 'cor blimey' and containing little of literary merit. Only Patrick Head, Adrian Newey and Allan Staniforth understand 'Race Car Engineering', so we are left with the two Haymarket Magazines titles.

'Motor Sport' is the older title, now in its seventy sixth year if its incorporation of 'Speed' and 'The Brooklands Gazette' is taken into account. This was the first motor magazine I ever read, a copy unaccountably finding its way each month into the school library, alongside the likes of 'The Economist', 'National Geographic' and 'Punch'. In retrospect, this was probably down to the Cooper S owning vicar who headed the religious instruction department, and with whom I would discuss such religious experiences as watching Ecurie Ecosse race at Croft. But I digress.

For many years I hung on to Bill Boddy and Denis Jenkinson's every word, then the magazine went through a lean period, wallowing in obscurities of the past but with no direction, Now under new management it has been rejuvenated into a wonderful celebration of motor sport past and present.

However, it is 'Autosport' that enthusiasts turn to for their weekly fix of motor sport gossip. Alright, I admit it has come over all glossy in recent years, and over worshipful at the high altar of Formula One, but it remains the common link between the club racing Mini driver and the guy with the FOCA pass. And sad though it is that motor sporting clubbies have now been confined to just a few back pages, that the editor changes every few weeks and usually looks about twelve, and Marcus Pye, who has done so much to promote club motor sport and speed hillclimbing in particular is no longer a staff member, the fact remains, it is a rag worth reading just for Nigel Roebuck's eloquent and perceptive prose.

BEST WRITER

When Julian Chitty wrote in Motoring News about some road rally duel between Colin Malkin and Roy Fidler through Welsh lanes I hung on his every word. When Peter Newton wrote in Autosport about a young Ari Vatanen's progress through a Scottish Forest, I was spellbound. And as I hungrily consumed the words of Joe Seward as he described European Touring Car battles between BMW, Ford, Jaguar and Rover; of Marcus Pye as he related an inch perfect ascent of Prescott; or of Pete Lyons relating a wet Grand Prix at the Nurburgring, it was as if I was there.

But in terms of their contribution to the twentieth century art of motor sport writing, two names stand out, Nigel Roebuck and Denis Jenkinson. As Autosport's Grand Prix Editor, Roebuck has elevated Formula One reportage to an art form. Perhaps a little sycophantic towards his favourite drivers Mario Andretti and Gilles Villeneuve spring to mind, he nevertheless engages the reader in a way no other living racing journalist can. His book 'Grand Prix Greats', a series of pen pictures of Grand Prix aces is a masterpiece, and this most intelligent of scribes only narrowly loses my nomination for three reasons. His expertise is in only one field of racing, he has not competed himself and he is not the writer to have most affected me. That writer is Denis Jenkinson.

In many ways a complete nutter, this small bearded cove, sadly now deceased, passengered Eric Oliver to win the World Sidecar Motorcycle Championship, rode with Stirling Moss to victory in the Mille Miglia and hillclimbed, raced and sprinted on both two and four wheels. As 'Motor Sports' Continental Correspondent he had, what appeared to me as an impressionable schoolboy, the best job in the world. Driving across Europe in first a Porsche 356, then a series of Jaguar E Types to cover sports car and single seater races. And how he wrote about them, as if relating the whole story to a close friend, but in every detail. He also penned some fine books, most notably 'The Racing Driver', 'Porsche 356' and 'Porsche's Past And Present' and the anecdotes contained within verged upon a series of autobiographies.

The only time I saw Jenkinson was a couple of years ago at Shelsley Walsh when he was competing on his TriBSA sprint bike. By then well into his seventies, he wandered over to my part of the paddock to chat with fellow Class A competitor Reg Phillips, himself almost an octogenarian. I would have loved to have spoken to my hero, but what would I have said? He had seen it all, done it all and written about it all beautifully.

BEST RACING DRIVER

This is the big one. The most talked about motor sport title of the Millenium. Ascari, Clark, Fangio, Moss, Senna Stewart and even Schumacher are the names most often championed, but my vote goes elsewhere.

Some years ago, whilst on holiday in Italy, I visited a small museum, half hidden in a corner of a Mantua piazza, Inside, preserved beneath a glass case, and surrounded by trophies, photographs and press cuttings, was the tiny race suit and linen helmet of the town's most famous son.

Despite his diminutive size, this driver raced some of the most fierce motor cars ever built, over some of the most dangerous courses ever devised, against some of the best drivers ever to race, won, survived and died peacefully in his bed. Beating the mighty Auto Union and Mercedes Silver Arrows on their Nurburgring home ground in 1935, with an elderly Alfa Romeo P3 that belonged in a museum even then was the work of pure genius, particularly when those state of the art German racers were in the hands of the likes of Caracciola, Rosemayer and Stuck. The little Italian was was already 43 and was still winning at 53. Grand Prix victories were complimented by Le Mans, Mille Miglia and Targa Florio wins, and even with advancing age, poor health and inferior equipment, he just kept on winning.

Tazio Nuvolari is my racing driver of the century.

BEST RALLY DRIVER

My interest in rallying waned initially with the death of night road rallying, then almost diminished completely when World Rally Cars became so sophisticated and expensive, that no longer could talented non-works drivers be competitive at international level. The decline of the RAC Rally of Great Britain from a five day, three night classic that included the best forest roads of England, Scotland and Wales, into little more than a brief daytime tour of the midlands and Wales was the last straw. How I loved to take a few days off work and trek with my pals to that downhill hairpin in Whinlatter Forest high above Lake Bassenthwaite, to the ford in Hamersterly, or the wood yard in Cropton to watch sideways Escorts, rattling Porsches and flame spitting Quattros. I can still smell that intoxicating cocktail of pine trees and hot mud, oil and brakes. In those days I could recite the first fifty or so runners without reference to an entry list, and knew some of the back marker privateers personally.

So it is from that golden age that my nomination is taken. First hitting the scene in a privately run Volvo on his native Finnish forest tracks, he was soon at the wheel of factory Fords. A brief spell with Toyota was followed by his mastery of the Audi Quattro, the first of the electrifying generation of group B rally cars. Naturally quick, unassuming and highly professional, they still talk at Shelsley Walsh about the day, following a brief practice run, he took a short wheelbase Quattro up the hill in under 30 seconds in rally trim.

As the driver who epitomised everything rallying stood for in the seventies and eighties, and effortlessly made the transition between modified road car and rally supercar, Hannu Mikkola is my rally driver of the Millenium.

To follow in the next edition: Best... Speed Hillclimb Driver, Racing Car, Rally Car and Speed Hillclimb Car - don't miss it!

ANNUAL CLASSES FORUM

Old Golf House
Sunday 7th November
1999

Brian Kenyon



Working on the assumption that all of you who didn't bother to write or attend the Classes Forum, are happy with the status quo, I sincerely hope that I won't hear anyone complaining about any aspect of both the classes or the running of Harewood. It's a bit like exercising your right to vote, if you don't vote, don't complain. That aside, 32 attended what was an extremely amicable, constructive forum.

Proceedings started by Chairman Simon Clark outlining the committee's exciting plans for Harewood in the next two or three years. His points were not contentious and mainly consisted of details of further cosmetic improvements to Harewood. Although it is still in good condition, the old part of the track may need to be re-surfaced within a few years. In 1999 we were lucky with the weather but the committee thought that with the entry level set at 155, we were pushed at times to complete the day in good time. They are considering restricting the entry level to 150 for 2000.

Simon announced a superb new timing system is to be tested and then phased in as soon as possible by Chief Timekeeper David Clay. Incidentally timekeepers, like scrutineers, are MSA appointed and are not BARC officials.

Competition Secretary Chris Seaman read out a couple of letters which were discussed, one point to help speed up the start of meetings was for you to lose your run if not available when called for practice. Chris stated there would be no change

to the marking system for the 2000 championship. Meetings have been held with Notts SCC and Longton & DCC to help to align classes in the north and the midlands. This can only be good news to everyone if they can enter an event knowing that the classes will be compatible, ie single seater capacity splits to be re-jigged by one of the Midland sprint championships.

Further points raised were those of Kit Cars in classes 4 & 5 having motor cycle engines and/or sequential gearboxes. These will be placed in the Formula Libre class at Harewood for the foreseeable future, unless there is a sudden influx of this type of car and then the position will be reviewed as to whether an extra sub-division of the Kit Car classes could be implemented. Kit Cars must have a full width, standard windscreen ie no cut down screen or aero screens will be allowed. Cars with this type of screen will be transferred to the Modified Sports or the Sports Libre. Cars with non-ferrous chassis' ie alloy, fibre glass or kevlar, will be limited to certain classes. Can't remember what was agreed on this point, you will have to wait for the Regulations Booklet or ring the competition secretary.

Tyres remain a point of contention for despite the best efforts of the scrutineers, now and again someone manages to subvert the system with, what can only be said are, illegal tyres. If any car is spotted by any competitor with such tyres fitted, a quick word to the scrutineers will sort the problem out.

Brian Kenyon suggested that certain annual awards should be reviewed. The awards involved are the Appleyard Group Trophy (Sports Cars in classes 6 to 8), the Wallace Arnold Trophy (Saloon Cars classes 6 to 8) and the Wendy Wools Trophy (cars in classes A, B & C). At present these are presented on the basis of the fastest time recorded in the season in those classes. The new system suggested, which makes it fairer to the smaller capacity classes in those groups, is the award is to be presented to the competitor who either comes closest to the class record or exceeds it by the greatest margin. This was thought to be an excellent idea and will be further discussed in committee for the 2000 season. BK suggested the Total Trophy could be re-allocated to our extremely popular Classes 4 and 5, the marking to be the same as above. Dick Hooper suggested that the Brownlow Peabody Trophy could also be re-allocated, the committee has a problem in deciding who is eligible for this trophy for historic/classic cars.

Peter Green, although at pains to point out that he was not getting personally at the event

trophy purchaser (Pat Kenyon), Peter stated he did not like the awards as presented this year (2 sherry goblets). It was explained that the purchase of trophies is extremely difficult as, quite obviously, the tastes of drivers vary so widely and as has been said, you can't please all of the people all of the time. But if you can please some of the people some of the time you are well on the way to success. Crystal was suggested but ruled out because of the logistics of transporting and storing such items for our many events. If you are dissatisfied with the award you are likely to be presented with, you have the option of totting them up to receive a higher value souvenir award at the end of the season. Always assuming you win more than once during the year! Requests should be made to Graham Wride.

The shared cars came into some criticism regarding the covering or masking of the 'A'. Many cars displaying an 'A' do not present their car with an 'A' of adequate size. If you do not use numbers of an adequate size, properly displayed and on a contrasting background, you may find the wrong driver is allocated a time. The timekeepers sheets are law and he is a Judge of Fact, wrong number on the car means no time.

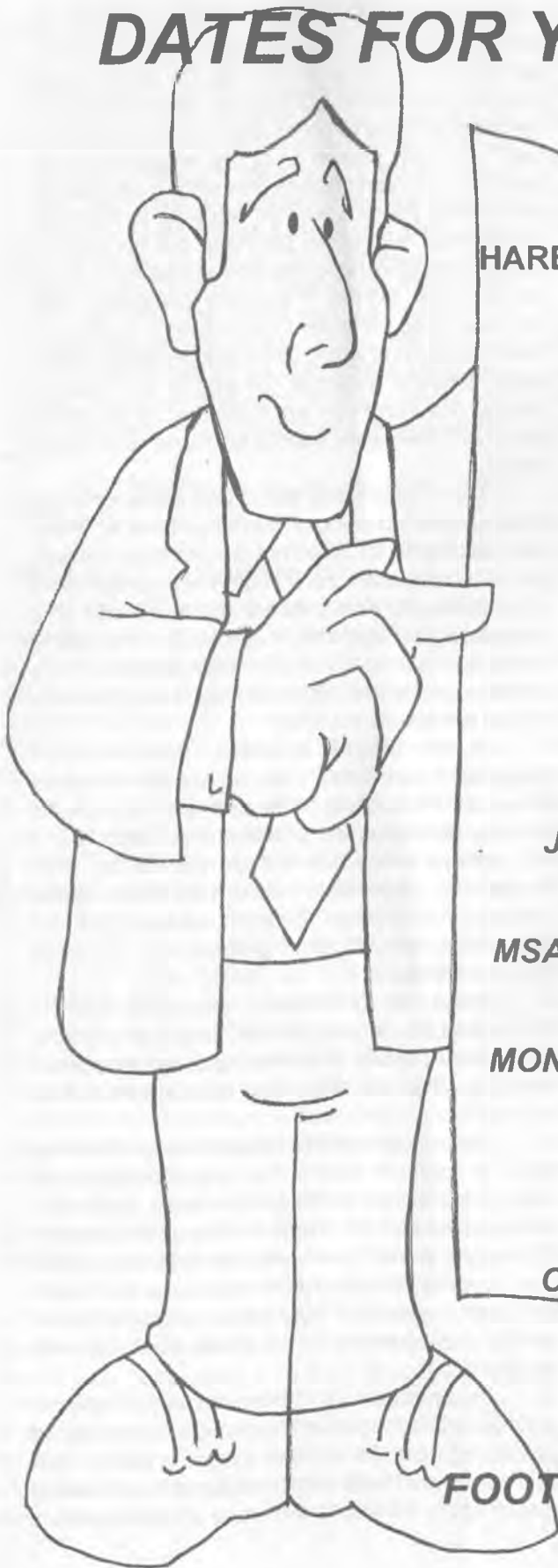
A little tongue in cheek, Brian Kenyon suggested that it might be an idea to consider reversing the running order at one or two events thereby alleviating the problem of classes 1, 2, 3 etc always being first out on the track. This suggestion, no doubt, will upset a few single seater drivers. If you are in the early classes and are dissatisfied with the running order, why not lobby the committee.

Noise was mentioned, it was stated that the Harewood equipment, at least over the last year and possibly before, has been calibrated. It appears that this will be a requirement for all noise meters in future.

Certain competitors thought it unfair that they have to compete against four wheel drive cars in class 3 in their two wheel drive vehicles. Sympathy was expressed for those in this predicament. Classes 1, 2 and 3 would all have to be involved in any possible change. At the moment sub-division of Class 3 was not thought to be practical but an end of season award for a 2 wheel drive vehicle is a possibility.

This report is done from memory. I have no official position and don't take notes, I am just an interested party. I may have missed a point or two but YOU should have attended this important meeting which points the way to the future of Harewood.

DATES FOR YOUR DIARY



HAREWOOD SPEED HILLCLIMB DATES FOR 2000

2nd April
PRACTICE DAY

23rd April
SPRING NATIONAL

13th May
MAY OPEN

14th May
MAY CHAMPIONSHIP

11th June
JIM THOMSON TROPHY

1st/2nd July
MSA BRITISH CHAMPIONSHIP

6th August
MONTAGUE BURTON TROPHY

9th September
GREENWOOD CUP

10th September
CHAMPIONSHIP FINALS

FOOTNOTE: *Date for BARC/MG
event tba*

THE TOP TEN CHAMPIONSHIP (As seen from the commentary box)

Jerry Hylton

Having spent a full season in 'My Henhutch' and trying to give verse on what antics competitors are performing, I feel it is time to give a full summary on this year's championship.

May I ask who is this person you keep accepting articles for publishing in our 'Sacred Times' - EVO-BRICK HARGREAVES!!

I vaguely remember this prize sheep shearer from Giggleswick, who makes up his entry fees by selling knitted goods from a large yellow four wheel drive ex-Settle Refuse wagon. This season, this unusual machine has been modified with traction control, automatic pilot and foot warmers, which seem to help this ageing pilot to many class records and Amazingly a second place in the Harewood Hillclimb Championship.

Not that Evo-Brick has much competition this year from the eventual winner 'Auto Glyn' Sketchley, who is so tight he runs a 500cc engine instead of an 1100 motor. 'Auto Glyn' is well named as he can be seen continually polishing his Jedi in the paddock, chanting profanities taught to him by the Rev Barry Whitehead. One thing that both 'Evo' and 'Auto' have in common to lighten the load of their fragile machines is to shave their heads. (I told you I would get you back for calling me a four eyed, Quasimodo old git as I drag myself painfully through the paddock gaining useless snippets of information for the commentary).

What can be said of third place man, Bobby Fryers? The Renault dealership's owner, who built his Clio out of discarded warranty parts and is so laid back that whilst waiting for his run, he can be seen whittling wood into the shape of milking stools and the like!

Geoff Goodwin made an early season visit to the commentary box where he threatened to place both microphones in certain orifices of mine if I didn't get my facts right. Naturally, since this incident, I have followed his success whilst he breaks his own class records, with eager interest and trepidation.

In fifth position in the championship is Jonathan Mounsey who I always thought of as a well-mannered, quietly spoken and sober Settle native (Have you ever been to Settle?). All these virtues were dashed when I overheard him describe what he thought of his Ford suspension that collapsed early in the season.

I've always spoken (on the microphone anyway) well of Andy Stokes in sixth place till I saw him at the Final Round presentation. Who dresses him? The Sally Army or Rent-a-Tent? Did the scrutineers check his shorts for fire proofing? If you don't agree with me turn to page 14 of the last edition of our 'Yorkshire Times'

What of seventh place driver Peter Green! I always held this Centaur driver in high esteem until the last event 'Young' Hylton asked his assistance when surforming his tyres (with a forty year old piece of equipment 'borrowed from Les Proctor's hearse making toolbox). Peter kindly donated the liquid soap for this delicate operation, but unknown to us; he had previously visited the Silkolene stand and 'doctored' the mixture. I think we will also blame him for the broken gear linkage on the Malan as well while I'm at it!!

In 8th and 10th position we have Mick Moore and Tony Metcalf. Can you really trust single seater drivers who have no wings on their cars and go so quickly? Why does Tony chase his wife around the paddock pinching her lovely bottom? Is it to distract the scrutineers when checking this class? I've not trusted this bunch since David Sturdy retired to go circuit racing.

Last of the top ten in ninth place is Daniel Pinder who is part of the Plundering Pinder Lot from Liversedge and knocked my son from this position. He also has a brother called Matthew who took 2nd FTD ahead of 'Young Hylton' (Ed: At the last meeting, not the championship). What more can I say about this family - I am speechless and blame Dad (Malcolm) for everything. I only put up with them as Mum is a lovely lady and so are the bacon butties, fruit cake, coffee & ice cream.

It grieves me to say 'well done you lot in the top ten', not only for your own satisfaction but also for the entertainment you gave to the spectators and commentary team.

I can't close this totally unbiased article without mentioning The Lovely Lady Drivers Championship where I would 'desire' to see more of these beauties competing. (Evo says I'm a leech - how would he know!)

Jenny Woodfield drove brilliantly all season with that lovely red hair flowing in the breeze and deserves the championship. There is also a Big Thank You for Lynn Owen in second place for keeping her husband away from the last event so that 'The Lad' could win the FTD championship.

Hoping to see you all next year and have an excellent seasonal break.

Jerry 'Hobbler' Hylton
(Otherwise known as Big Mouth)

PS. In answer to EVO Brick Hargreaves query about why Grace and Company are not invited to the Goodwood Festival of Speed, the answer is simple - They would beat the Formula 1 stars and their machines, thus the event would lose some of its prestige.

BLAST FROM THE PAST



Recently Simon Clark uncovered a series of photographs of drivers of yester-year, all made their mark at Harewood, and many were successful on the national scene.

ARNOLD BURTON

Yorkshire Centre President Arnold Burton has been a long time patron of the Yorkshire Centre. In the early days, the Burton factory yard was used for sprints and autotests. When Stockton Farm came on the market, Arnold was eager to purchase it for motor sport use. He, along with the committee, opened up the site, in September 1962 motor sport was born at Harewood. The rest, as they say, is history.



The farm not only supported motor sport but was a working farm. The early events were subject to delays while the milk tanker made its collections and cows were sometimes moved across the track.

During the late 60's, early 70's there used to be a scaffold viewing platform, at the edge of the hill, for Arnold and his guests - this was irreverently christened 'Arnold's Erection'.

Not only did Arnold support the Centre, he was involved with sponsorship. Arnold at times tried his hand as a driver, an early Lotus Elan was one of his competition cars. When the loss-making Stockton Farm became a burden to the Burton Group, Arnold ensured its safe transition into what we now know as Harewood Hill Ltd.

The Centre and the sport owe a great deal to this captain of industry, for without his support, there wouldn't be motor sport at Harewood.

DEREK CLARK

Derek Clark was for many years competition secretary, vice chairman, then Chairman of the Centre. He helped stabilise the club when it was going through a very traumatic time. His competition interests initially centred around the Jaguar Marque and he enjoyed many battles with Alan Mountain, Jim Thomson and others before he moved on to single seaters, a fearsome 5000cc March. Derek always supported his son Simon in his motor sport activities, for a while they dual drove.



Unfortunately Derek's life was cut short in 1982 when he was struck down with a heart attack. Always a fervent supporter of the BARC and Harewood, his presence, experience and enthusiasm is sorely missed

ALLAN STANIFORTH

A youthful Allan Staniforth, I'm surprised the picture is black and white, not sepia. Allan, as all of you know, is one of the select few who were at the inaugural event in 1962 at Harewood. At the time, Allan was driving a Mini. He then went on to produce his low cost series of Terrapin single seaters, based loosely on a Mini engine slung in the back of a tubular chassis. This successful formula, along with Allan's companion book, introduced many to the single seater formula, when cars were either just too expensive or hard to come by.



For many years Allan was a northern reporter for that illustrious publication, the Daily Mirror. Allan has also been the author of many motoring books. Although the years may have added the odd wrinkle or two, Allan has lost none of his

enthusiasm for the sport and still competes in his Megapin as well as running his suspension consultancy. Long may he continue.

WANTED - INFORMATIONTHE LADIES RECORD

Lynn Owen is keen to find the fastest time set by a lady at Harewood. After an exhaustive trawl through her results the quickest time she has come up with is 57.10, set by Margaret Blankstone in 1995.

If anyone knows of a quicker time please will they let me know, as we would like to see it included in the programme.

WANTED - COMMENTATOR

As Jerry Hylton, our present commentator, is to have hip surgery next year, he would like someone to help him in the commentary box to learn the ropes and take over in his absence.

Anyone interested should contact Jerry on 01253 700697.

JAMES CHESHIRE

We are sad to report the death of Porsche driver James Cheshire on 14th November 1999.

Our sincere condolences to his family and friends.



ANNUAL DINNER DANCE & AWARD PRESENTATION

Oulton Hall
Saturday 20th
November

Another highly successful dinner was enjoyed by 145 members and their guests. Carol Wride had assembled all the Club's silverware which set the scene for the presentation of awards, the majority of which were presented.

Championship winner Glyn Sketchley thanked the Centre and Steven Booth of the Yorkshire Auto Trader for yet another superb championship. It's sad that Auto Trader are now pulling the plug after three highly successful years. During their tenure it has undoubtedly been the most lucrative speed championship in the country.

The Centre Annual Competition for the Pearce Trophy was won by a proud Peter Green.

The raffle raised a superb £360. The major prize - a day at the Driving School - was won by guess who?---- Glyn Sketchley of course. Talk about sods law!

The general ambience of the evening was superb as befits such an opulent venue as the Oulton Hall Hotel - roll on next year.



2000 Dinner Dance

Saturday 18th November

Oulton Hall Hotel

Book your room early to

avoid disappointment



Dear Pat

*St Leonard's Hospice 'Harewood Hop'
A 10K multi-terrain run. September 26th*

Just a short note to thank 'Harewood Hillclimb' for allowing us to use their facilities. As a follow-up to the generous 'plug' you gave us in the April/June issue of the 'Times' here is some information.

Entries were received from as far as Liverpool, Teeside, Scarborough and Doncaster with one Yorkshire exile from Canada.

90 people ran in the 10K race and the first man home was GB International runner Mike Hawkin of Bingley Harriers in a time of 36 min 10 secs. First woman home was Liz Proctor of Bolton Harriers in a time of 42 min 55 secs. Last person came in at 80 min 37 secs, about as expected for this type of event.

22 juniors ran in the 2 miles race and 5 adults also ran in the Family Fun Run with the juniors.

The weather was kind and many of the spectators said how good the site is for seeing the action.

We hope to repeat the event again in 2000.

Alan Pennington



LATE CALLS

Although we are now in the closed season, I think it important to remind people to make any phone calls concerning the Yorkshire Centre and Harewood **BEFORE 8.00pm**.

This means I will have been 'on call' to members for 12 hours which I'm sure you will agree is far longer than normal business hours.

Pat Kenyon

CONGRATULATIONS

to

Mark Lawrence on
clinching the Hoosier
Tires Leaders
Championship.

to

Richard Hargreaves on
winning the Longton &
District MC
Championship.



MEMO ARTICLES

for the next edition of the 'Times'
to the Editor by
12th February 2000 please.

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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.

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