



# YORKSHIRE CENTRE

MARCH / APRIL 2000

Issue No 80



## CHAIRMAN'S LETTER



Dear Member

Firstly let me wish you a very Happy & Prosperous New Year and I hope that in 2000 we see as many Centre faces as possible at our various meetings.

Inevitably the winter period is the quiet time so I have not much to report, however the plans for our new timing system are progressing nicely, and I have had offers of help on the Marketing front from Martin Vesty & Robert Warwick, who I hope to be sitting down with soon.

Richard Hardcastle is preparing the hill for the new season with his team and the regs booklet is now with you thanks to the efforts of Graham Wride. We have tried to balance the list of invited clubs to ensure sensible entry levels and you will note we have reduced the maximum entry to try to ensure the good value for money Harewood has offered is retained.

I very much hope we will see you at the AGM where your thoughts, criticisms and comments would be greatly appreciated.

Have a very enjoyable season.  
SIMON

## ON THE MEND

After a short while in hospital with a blood clot in his leg, Bob North is now at home and recovering. As Bob puts it "they've put me on rat poison!"

### WANTED

#### Volunteer

To speed up signing-on,  
help is required to sell  
competition numbers in  
the Paddock Office from  
8.00am for approx. one  
and a half hours.

Please contact Pat on  
(0114) 234 0478

### MARSHALS TRAINING DAY

Sunday 19th March 2000  
Signing on 08.30 to 09.00

Lunch provided  
Finish at 16.00

Further details from Mike Shorley  
Tel: 01977 780035 (H)

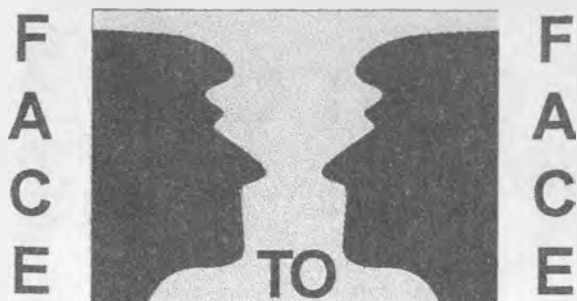
### WANTED

#### Volunteer/s

The Club proposes to sell  
regalia at all our  
Harewood events.

Anyone interested in  
helping, please contact  
Pat on  
(0114) 234 0478

T  
I  
M  
E  
S



## **RICHARD HARDCASTLE**

I lived on a farm just outside East Keswick, a small village about two miles SE of Harewood for the first 23 years of my life, where I followed my father on the family farm. On his retirement in 1969 I went to work for the University of Leeds as a research technician and then into the Civil Service. By this time I was well into motor sport.

I first became involved with the BARC when I was attracted to spectate at an event at Harewood in 1963 by the loudspeakers, clearly audible from the family farm. This proved quite exciting, because it was the occasion when Brian Waddilove went through the vestigial fence on the entrance to Quarry corner, the first major accident on the course. I joined BARC later the same year

My first interest in the sport has always been as a marshal and organiser, I never had much talent as a competitor, and I still believe that the best organisers are those who have rise" through the ranks. I have done virtually every organising job in one branch of the sport or another, bar Secretary of the Meeting!

My competition career was blessedly short in 1965 - 66 using a Mk1 Midget and then a MkIII Sprite. I competed mainly in club night and novice events and as I said earlier I soon found that I had no particular talent for competitive driving.

I started my career with BARC in 1964 as a spectator marshal; yes we had them in those days, and then moved to start area marshal. After a year or two, promotion was slow in those days, I became Chief Start Marshal, then Deputy Chief observer and upwards to Clerk of Course. Committee-wise I joined the Events Committee in April 1969, this was abolished at the end of the year (was this a coincidence?) and I was co-opted onto the Main Committee. I have been there ever since. I am a shareholder in Harewood Hill Ltd.

In the 1960s the Yorkshire Centre was involved almost in the full spectrum of Motor Sport and I have been involved in most of them. I have marshalled or officiated on autotests, autotcross, PCTs, sporting trials, hillclimbs, drag racing, circuit racing, rally cross and stage rallies. I have, in later years, clerked hillclimbs and sprints and regularly

act as a steward at headquarters race meetings. At present I act as senior Clerk at Harewood and co-ordinator of the Yorkshire Judge of Fact Team for stage rallies. For the last three years I have been Service Observer Co-ordinator for the whole of the Rally of Great Britain.

One incident that springs to mind is the occasion when I was invited, at about 24 hrs. notice, to run a time control on the exit of Croft Autodrome on the RAC Rally, about 1972 I think. We set up in the back of a transit van and as the first competitor arrived, the timekeeper announced that both the main and back-up clocks, which had been delivered to us as wound and set, had stopped! I told him to use his wristwatch to give a time, while holding the official clock- while I wound up the spare and set it from my wristwatch. This ploy succeeded and I don't think anyone ever noticed! Other memorable occasions were when I found myself Chief Start Marshal at an international at Croft at no notice at all, this from being rostered as a humble pit marshal. One other, more recent occasion, comes to mind when I had the honour of opening the new course at Harewood.

I have been married to Kathy for 23 happy years and we have a daughter Catherine, 18 on 15 February this year, who hopes to study medicine at university,

I took early retirement from the Civil Service in April 1994. I am involved in the governance of two schools, Greenside Primary School, Pudsey and Westbrook Lane Primary School, Horsforth. I am a licensed amateur radio operator, and spend about a day a week on education administration. I am also involved in local politics and I play with a computer! I regret that my favourite relaxation is watching rubbish on TV!

Milestones - Chief Start Area Marshal, Clerk of Course at the White Rose sprint at Croft (this was 24 hrs notice as well), Clerk of Course at Harewood Easter meeting when Mike Wilson had to leave us, and becoming vice-chairman of the Centre in 1984. As well as officiating at Harewood I have been involved in the physical side of the management of the hillclimb since about 1965. These days I am largely involved with the communications and electrics.

It is often said that you only get out of motor Sport what you put into it. I feel that the lasting benefit which I have had from the BARC for many years is the opportunity to meet and work with a vast range of very interesting and very pleasant people. My one regret is that there do not seem to be the same range of "characters" in the sport these days.

# THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)

## ANNUAL GENERAL MEETING

### MARCH 13th 2000

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club, Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds on 13th March 2000 at 7.30pm.

By order of the Committee

John M English

Hon Secretary

---

#### AGENDA

- 1 To receive and adopt the minutes of the Annual General Meeting held on 1st March 1999
- 2 To receive the reports of:-
  - a) The Hon Secretary
  - b) The Hon Treasurer
  - c) The Hon Competitions Secretary
  - d) The Chairman
- 3 To receive and adopt the accounts for 1999
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 2000/2001:-
  - a) Officers
  - b) The requisite number of committee members
- 6 To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre.

---

#### NOTE

Under Item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre records, if advance notice can be given.

---

#### OFFICIALS FOR THE YEAR 1999/2000

##### OFFICERS (Who retire)

Hon Treasurer	P Varley
Hon Secretary	J M English

##### COMMITTEE MEMBERS (Who retire by rotation)

J R Hardcastle, C G Seaman, D Dalrymple, R G Hooper

---

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 2000/2001

#### OFFICERS

Hon Treasurer	P Varley
Hon Secretary	J M English

#### COMMITTEE

The following have indicated their willingness to stand for re-election

J R Hardcastle	(nominated by the Committee)
C G Seaman	(nominated by the Committee)
D Dalrymple	(nominated by the Committee)
R G Hooper	(nominated by the Committee)

Including these nominations there are four vacancies for Committee members and nominations for candidates are invited.

All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nominations should be sent to the Hon Secretary

J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 3rd March 2000

# ROUND THE BEND

Brian Kenyon

## YOUNG LIONS

The young lions have already made their mark at Harewood, four of them spring to mind as potential Superstars. Although we have seen little of him recently, Ben Butterfield has taken to single seaters like a duck to water. Ben was always one of the quickest round Quarry in the Mini, his progress in the single seater has likewise been impressive - smooth, polished, very quick, with a well prepared push rod engined car in the 2 litre class, most definitely not the ultimate in machinery. After setting some quick times at Shelsley, Ben proceeded to knock off a corner or two, but there again, we are all allowed a few mistakes in our learning curve.

Matthew Pinder was awesome in his Metro. He picked it up and threw it at the hill with an abandon that can only be achieved with the advantage of youth. Unfortunately Matthew has continued in the same vein with his single seater and the size of his spherical bits is unquestioned. Ragged and rough with his car he must develop a smoother approach to reach the heights in hillclimbing. His hair-raising technique may work on wider sprint or race circuits, but not on the confines of a hillclimb.

Jonathan Mounsey, like all the others has the exuberance of youth. His speed is very impressive, his commitment complete, but he can be very on and off, his visits to the scenery are rather too frequent. If he can remain on the black stuff, his potential is great. Rumour has it he may go single seater this year. If he adapts well the record may be under threat.

It's early days in Richard Spedding's hillclimb career. Like many young drivers he is involved in karting. The vehicle used in hillclimbs couldn't be more different - a case of chalk and cheese. Father Haydn's classic E Type Jaguar, a 40 year old monster of a car, must have felt like a double decker bus to our budding hillclimb driver. Gradually he has worked his way through the field until now he is the leader of the pack, this has prompted Haydn to completely rebuild the car with the hope that they may be able to challenge the might of Richard Jones and his Porsche.

### Rumours Department

There is to be an influx of drivers into Class 1, two ex-Class 4 competitors are thought to be building a Midget while a hot hatch is also under preparation.

Jonathan Mounsey, as you will see from the last 'Times' has put his successful Sierra Cosworth on the market with a view to attacking the establishment in the Formula Ford class.

The 1999 BARC Auto Trader Champion Glyn Sketchley is moving up a class into the 1100cc class. Glyn doesn't expect to have the same degree of success in the larger category. The record is held by the ultra quick OMS of Mark Lawrence.

Peter Herbert is about to launch on his European Hillclimb Championship campaign. He will also be competing in selected events at Harewood in his faithful Westfield.

After his accident at Shelsley, Ben Butterfield is known to be shoe-horning a more powerful engine into his Van Diemen as part of the re-build.



1999 Auto Trader BARC Harewood Speed Hillclimb  
Champion, Glyn Sketchley  
Photo: Chris Seaman

## EDITORIAL



Dear Member

With this issue is a bumper bundle of information, the Regulations Booklet, Practice Day regs, Annual Competitions, Marshals Availability Form and the Centre Accounts. A bit of light reading which should keep you happy for a while. Please consider writing something for the 'Times' as the season progresses. I know I am a bit like a parrot sitting on your shoulder but without your input it is difficult to turn out an interesting Club magazine. Thanks to all of you who have expressed your approval of the new look 'Times'. Brian and I will continue to strive to make the 'Times' the best centre/motor club magazine.

Please enter early and ensure that you fill in the entry form correctly. Entry fees can now be paid by Credit or Debit Card. Your details MUST be completed correctly and legibly as they will be forwarded to BARC Headquarters for processing, but don't forget to add the £4 administration charge if paying by card.

The Centre AGM will be held on Monday 13th March 2000 at the Parkway Hotel, Otley Road, Leeds starting at 7.30pm prompt. You will see from the notice on Page 3 that there are places on the committee. Please remember the committee isn't just a talking shop, consequently you should be prepared to contribute to the Centre.

This year we are hoping to trial the new timing and results set up but this must be thoroughly tested as we must get it right.

The British Grand Prix will clash with our Easter event so marshals and helpers will be required. The committee feel that the clash will have little or no effect on the success of the meeting. I hope they are right as the Easter meeting is always our most profitable spectator-wise.

Richard Hardcastle's reply to my questions for the Face to Face article was superb. Richard is one of those who contributes much to the smooth running of Harewood and the Centre but likes to remain behind the scenes.

I look forward to seeing many of you at Practice Day.  
Pat

## FOR SALE

4 off Revolution 3 piece rims. 4 1/2" pcd to fit MGB 12" wide. Fitted with 11.01 / 23.5 - 15 soft hillclimb Avon slicks. Virtually unused

**£250**

David Flanagan 0151 924 5565

## FOR SALE

BDA single seater exhaust up & over 4 into 1 chromed superb £200  
Vauxhall 2LXE pistons, rods & new ARP bolts £100

Pair std Vauxhall 2 LXE cams	£40
Caterham roll-over bar	£60
Pair pre-litigation Westfield 7 front wings	£45
Smiths 10K mech tachometer	£90
Electronic tachometer	£45
Armtech rev limiter / speed shift	£35
Elan Spyder front ARB	£60
3 gallon foam filled petrol tank	£35

Colin Stewart 01287 634203

## FOR SALE

1989 Porsche 944 Turbo  
Gold, 2.5 litre - 'G' reg.

1993 Porsche 968 Club Sport  
Left hand drive  
M Reg, 6 speed, 3 litre - 240 bhp

Tel: 01884 841433 Mobile 07971 264719

## ENTER EARLY

Every year we beseech you to enter events early. This year the need to do so is even more pressing as the maximum entry at events has dropped from 155 to 150. A small drop we appreciate, but one which may have significance as the year progresses.

We run a fair system and do not favour anyone regardless of reputation. First come, first served is the method used, undoubtedly the fairest system. The only exception to this is the British Championship round when ALL entries are held in abeyance until the closing date which is 28 days before the meeting.

Remember - that although you may obtain an entry if you hang on until the closing date, certain events prove very popular and are full well before this occurs. We are not trying to alarm you or use scaremongering tactics but please remember, that the onus is on you, the competitor, to enter events early. Please help us to help you and happy competing.

# HOW TO WIN THE 2000 HAREWOOD CHAMPIONSHIP

**Brian Kenyon**

A quick scan through the class records has led me to believe that the championship has one or two relatively soft options. Classes 1, 4, 5, C and F look to be the ones any championship seeker should take a deep interest in.

Years ago, when the championship - then a National Championship - first started, one driver through careful selection of classes, built himself quite a reputation which I for one believe he did not deserve. It shows that by picking a soft class and then building the ultimate or if adverts and articles written by people who were involved in the building of one of the cars are to be believed, a car was produced which won the championship but should have had more careful scrutiny. There is no need to go to these lengths if you pick any of the classes I suggest.

Being a Spridget man at heart, Class 1 is the one I would personally favour. Since the change from the Marque & Touring classes to the new road tyred format, this class has begged to be seriously attacked. It's present record of 71.30 being generous should be around the 68 mark. It is believed that one or two competitors have already spotted the weakness of the class and are feverishly building cars. How do I arrive at the 68 mark? Well I recorded 45.02 nine years ago on the short course. 20 seconds added usually guarantees the long course time making 65.02. Three seconds should be the difference between road and race tyres - so there you have it 68.02 - all you have to do is go out and

do it and the championship's yours.

Class 4 and 5 I feel have room for improvement. The present record in the highly competitive Class 4 is 64.76. I reckon a second could be knocked off this mark. In Class 5 the room for improvement is even greater. The larger capacity class is already slower than its Class 4 brethren so a minimum of a second and a half should be cut from this figure. The discrepancy between the slick shod cars in classes A, B and C and the road tyred versions is even more marked than in most of the other categories. This suggests to me that the chassis with road tyres cannot put the power down. The difference between the Class 4 record 64.76, held by a 1600cc car and Class B which is also held by a 1600 at 58.84, is nearly 6 seconds, now that's a lot!

Class C still hasn't achieved its target time and is very little quicker than Class B but as this class is poorly supported, probably it will remain the same for some time.

Class F - Formula Libre up to 2000 with unrestricted modifications, is slower than Class D which has severe limitations on its engine tuning. Logically the chassis are similar so therefore Class F should be very considerably quicker than the Clubman Supersport class, at least a second and a half I would think is available in improvement.



*A control on the Classic Monte Carlo Rally somewhere in France. Mike has offered to write a report on the rally for a future issue  
l to r: Graham Wride, Nigel Drayton and Mike Kempley*

## Simply the Best?

Don't take our  
word for it

We are always trumpeting about the Driving School and as they say 'self praise is no recommendation'. We will leave it to others to blow our trumpet.



*Satisfaction guaranteed*

*Brilliant!*

*It was everything I hoped it would be*

*Hold more frequently, a most enjoyable day, grateful thanks to the organisers and instructors*

*A great success - the best Hillclimb School in the country, good instruction, right attitudes, positive encouragement, good lunch, good videos, no patronising and loads of runs.*

*Do them more often*

*No complaint at all - an excellent course*

*Good and informal, well done*

*Move it to Sussex*

*No faults at all*

*Leave it alone - it's a challenge*

*Enjoyed myself, I want to go hillclimbing*

*The day could not be improved, many thanks*

The majority of these comments are from people who have attended other hillclimb and sprint driving schools.

Their conclusion ..... we are the best.

Follow their example and book now, we are sure you will be more than satisfied with the results.

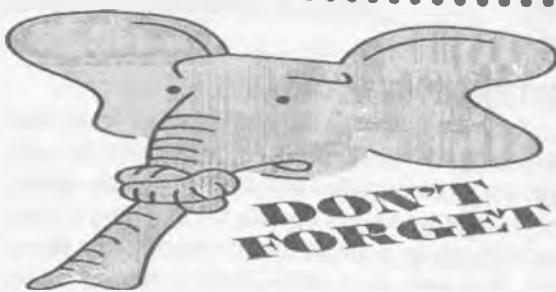
Pat Kenyon

## I'M SPEECHLESS

**Brian Kenyon**

Overheard in 1999, next year's car plans were being discussed by two competitors in one of our visiting one-make classes.....

'Fitting a larger engine would suit my driving style, I wouldn't have to go so quick around the corners'.



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

**Ideal for Special Occasions or Birthdays**

Pat Kenyon (0114) 234 0478

**Dates for 2000**

**Thursdays**

**13th April**

**4th May**

**1st June**

**31st August**

## IN FUTURE ISSUES OF THE 'TIMES'

*Face to Face will continue introducing you to members of your committee*

*We will continue to feature drivers in the 'Blast from the Past'*

*A short history of the purchase of the Harewood site in the early 60's*

*The subsequent purchase and the formation of Harewood Hill Ltd*

*Reports on Practice Day and Easter*

*A report on the history of the annual trophies*

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

*Members may find of interest a review on motor sport computer games - again we need your help*

*A report on the Classic Monte Carlo Rally by Mike Kempley*

# MILLENNIUM MOTORSPORT OSCARS (cont)

*Peter Herbert*

## BEST SPEED HILLCLIMB DRIVER

Like all forms of motor sport, speed hillclimbing has in many ways changed greatly over the years. In the twenties and thirties, top line racing drivers were as likely to be seen driving competitively on a hill as round a circuit, and Hans Stuck, first with an Austro-Daimler then an Auto Union, was the undisputed 'Bergmeister' and first European Mountain Champion in 1930. When it is remembered that the might of the Auto Union and Mercedes factory teams, in the form of such talented gentlemen as Von Brauchitsch, Caracciola, Lang, Nuvolari and Varzi battle over such daunting climbs as the 12 mile Grossglockner, 13.36 mile Klausenpass and 13.4 mile Mont Ventoux, Stuck's domination is put into perspective.

The European Championship suffered a lengthy interruption due to the second world war, and was not reinstated until 1957, with drivers such as Edgar Barth and Gerhard Mitter winning titles in works Porsches and Peter Schetty doing likewise for Scuderia Ferrari. However, whereas the likes of Raymond Mays and Richard Seaman had pitched their ERA's in a serious fashion against Johnny Foreigner pre-war, nobody has done so since from the UK.

Consequently Britain, with its short hills and cosy clubby atmosphere, has become isolated as a speed hillclimbing country. But is this a problem? Probably not, for the sport is more buoyant and competitive than ever. So my choice of hillclimber of the millenium is an Englishman.

Many quick drivers arrive on the scene, make an impact then leave. But the really great ones make an indelible mark. Twice British Champion Raymond Mays, fourtime champion Ken Wharton, five time title holder Martyn Griffiths and six time winner Tony Marsh must be shortlisted but my choice is a guy who is not only a four time British Champion, has never been out of the top six since his single seater debut in the late sixties, and is still winning top twelve run offs at the age of sixty five. Ladies and gentlemen I give you The Guv'nor, Roy Lane.

## BEST RACING CAR

So many to choose from.

Bugatti Type 35B, Mercedes W196, Maserati 250F, Ferrari 156, Lotus 25, McLaren M23, Williams FW14B, Jaguar D Type, Ferrari 250 GTO,

Ford GT40, Porsche 917, the list is endless, a winner impossible. Thus my nomination is highly subjective and perhaps slightly off the wall.

Italian scarlet, curvaceous, powered by a sonorous V12 and driven by such evocative sounding drivers as Bandini, Scarfiotti and Vaccarella, the Ferrari 330P4 is everything a great racing car should be.

## BEST RALLY CAR

Rallying, as we know it is a comparatively recent arrival to twentieth century motor sport. So which cars achieved greatness? Sunbeam Alpine? I don't think so. Sunbeam Rapier? I think not. Healey 3000? Perhaps. Mini Cooper S? Certainly. Alpine Renaults, Lancia Fulvias and the Porsche 911 were all wonderful machines, while the wild Audis, Lancias and Peugeots of the Group B era were memorable. After that, Group A cars never seemed quite the same, and now the current crop of World Rally Cars is so divorced from reality, with their sequential gearboxes, electronic diffs and robotic drivers (with the odd exception) they are too clever to merit true affection. So what am I going to select as the rally car of the millenium? The Ford Escort of course.

The Escort was simple, easy to drive and parts were available at your local Ford dealer with which to turn it into virtually a factory replica rally car. As a result, the escort launched the careers of some fabulous drivers including Brookes, Coleman, Pond, Rockey, Alen, Mikkola and Vatanen. I started my modest motor sport career in an Escort, rallying firstly a Mexico and then an RS2000. The seventies were classic years for both road and stage rallying in this country and although the Escort's impact upon the world scene was more limited, in Britain it was the thing to have. Long will I treasure memories of the late great Roger Clark sliding his RS1600 and then RS1800's to victories over treacherous mud and ice covered forest tracks, with the wonderful induction growl of twin Webers echoing through the woods.

## BEST SPEED HILLCLIMB CAR

Only one top line car has dominated the British Hills and been made available to customers in significant quantities and that is the Pilbeam. And of those produced, I would single out the MP58 as hillclimb car of the millenium.

A staunch supporter of uphill racing, despite his many other motor sport interests, Mike Pilbeam designed the car more than ten years ago, yet it is still a front runner with increasingly more powerful Cosworth and Judd propulsion. Martyn Griffiths, David Grace, Andy Priaulx and Roy Lane all have

good reason to endorse my nomination.

And that's it, my Millenium Motorsport Oscars. I could have gone on but the club cannot afford the paper. So if Angered of Almonbury, Disgusted of Dewsbury, Horrified of Huddersfield, Indignant of Idle, Outraged of Outlane or Shocked of Sheffield would care to take issue with my choices, your editor would be delighted to hear from you.

I would not!



*Peter Herbert, star of the fantasy movie 'I am a Racing Driver' delivers his acceptance speech at this year's Oscars.*



## READ YOUR PAPERWORK

With this month's 'Times' you will have your Regulations Booklet and a bumper bundle of other important information. PLEASE READ THE REGULATIONS BOOKLET FROM COVER TO COVER

for when you sign your entry form, you sign that you have read and understood ALL the relevant regulations. Although I love to hear from members, I get a lot of unnecessary phone calls, which could be avoided, if people would only read the information they are sent. Remember, I haven't a vendetta against trees, everything I send out is important and relevant.

So yet again, let me emphasise - READ YOUR PAPERWORK.

## RACE SUITS SHOCK

Please check your race suits as the homologation has been withdrawn with immediate effect on Jay Brand Challenger 01004RAC86, Race Products Phoenix 3 01038RAC87RRS and 01030FSA Strand 21 SD15 (F). If you are unfortunate to have one of the above suits, you had better contact the MSA immediately.

## NATIONAL HILLCLIMB CHAMPIONSHIP FORMAT

After canvassing opinion amongst the Championship contenders and event organisers, Speed Sports supremo Tony Fletcher informs us that the two run-off system as used last year will continue into 2000. Half points have been dropped and the top twelve contender who improves the outright hill record will receive an extra point.

At long last it has been acknowledged that on the National scene there is a need for saloons to be separated from the Locaterfield types. This is being tried on a purely seasonal basis but surely it must continue in the future. The only thing required now to level up the playing field is that genuine large production sports cars should also be separated from the Locaterfield types, but perhaps that is too much to ask.

## CONDOLENCES

Our condolences and thoughts go to Harry Tinkler, a very popular MSA Steward at Harewood, who was involved in a horrific car accident, tragically Harry's wife died at the scene. Harry, who was seriously injured is now back home and making a good recovery.

David Hay has multiple injuries and is still in hospital. David is a marshal at Croft and is also involved with a racing team.

## I WAS IMPRESSED

*Brian Kenyon*

In the early 60's I used to attend race meetings at Rufforth, nr York. Rufforth was an operational airfield, which was converted occasionally into a race circuit. Spectator safety consisted of a rope strung between barrels. Many of the corners were marked with 5 gallon drums half full of water! Alongside these was the odd straw bale.

Always interested in races for sports and saloon cars, I noted that the unbeatable combination of Honley driver John Mitchell and his fibre-glass bonneted E-Type was to be challenged by a Scottish driver in his red drop head E-Type coupe, the front of which was heavily taped to prevent stone chipping. (Canny these Scots, always thinking about the re-sale value.) The driver in question, shot off into the lead and was never again seen by the rest of the field. The name of the Scottish gentleman - Jackie Stewart

Little did I know that I was witnessing the early part of his astonishing career which has now come to a close with the re-naming of his Stewart Grand Prix team to Jaguar, and Jackie relinquishing the managing directorship of the team.

# HAREWOOD PUBLICITY IT'S ALL BEEN DONE BEFORE

## *Brian Kenyon*

Simon, in the last 'Times' asked for help with publicity. Two of our members replied. To give you an idea of what has been tried in the past and in many cases, discarded, I have listed many of the publicity stunts tried.

Publicity, by and large, is budget related.

Much was done around the time Mike Wilson was chairman to boost Harewood and hillclimbing so as to bring the venue and hillclimbing to the public eye.

Successful campaigns but at what cost? (I will come to this eventually). The best and most spectacular was the Dr Who stunt, the Doctor (Jon Pertwee) was flown in by helicopter and although she was not scheduled as part of the deal, his assistant came along. The stunt consisted of a chase round the hill with a few explosions, this continued into the paddock. The Doctor was pursued by 'The Master' using Richard Hardcastle as stand-in. It was well received and it pulled in a large crowd.

Caravan racing was introduced; the highlight was 'Mad' Dan Grewer reducing his 'on loan brand new caravan' to matchwood. Dan, a rally driver, was a hard tryer at the best of times, (he didn't get his nickname for nothing). Dan got the rig sideways at Farmhouse and inevitably it fell over. The result was the Volvo's rear end was 3 feet off the ground along with what was left of the caravan chassis, the rest scattered over Farmhouse Corner - all very entertaining for the crowd.

Steve Smith, the then stock car champion - was another Harewood visitor to do demonstration runs up the hill. Stock cars are best suited to shale ovals, there they can be placed in an almost permanent 4 wheel drift. This, along with the nudging that ensues, creates the spectacle. With one on the hill at a time, it just didn't come off.

In an effort to boost crowd figures, motor cycles have competed at Harewood. Yet again they look very slow and are not spectacular. Around the tight corners the leather clad heroes even had to put their feet down, they didn't produce the 'ah!' factor required. Quickest, from memory, was a grass track bike. Last year the Centre was approached to run motor cycles, the answer was 'we were not interested'. We already have full entries so there just wouldn't be time to fit them in without refusing entries from our regulars.

A challenge was arranged between a

prominent local F5000 single seater circuit racer and the hillclimb exponents. Despite his protestations that with a few extra runs he would have blown them off, the outcome went inevitably to the hillclimb experts. To the uninitiated, even with a good commentary, it was just another run up the hill by a single seater.

Many special publicity stunts have been featured at Harewood, air displays, aerobatics, parachutists have all been tried with varying success.

A Steam Car, which was about to attack speed records, was to be demonstrated. Disaster! It failed to reach the top of the hill after a couple of attempts and sat on Quarry Straight belching steam like an over grown kettle, on both occasions it was towed to the top on the end of a rope.

TV adverts have been tried but the cost, even with a very special discount, was extremely high. It was not repeated. Local radio road shows proved popular with the kids but after a couple of visits, were discontinued.

Now we come to the nitty gritty.

Were they successful -

Yes and No

Did they cost a large amount of money -

Some but not all

Did they increase the crowd -

Sometimes

Did they bring long term improvement in crowd figures -

No

The above could and would have been financial disasters if the weather was unkind - a gamble.

Take the TV ad as an example, the cost was x pounds, the increase in gate revenue was almost exactly the same, with bad weather it would have been a thumping loss. Not a gamble the committee is prepared to take with our Centre funds. In other words if some of these activities were run today, the worst outcome could be depleted funds which could hold back the new, improved timing system and leave few funds left to pay back our loan or for track re-surfacing.

You may think that I have taken a negative view on the above. Some of the low cost stunts could be tried again, with the committee's approval. At last year's British National event we had an aerobatic display, it was all arranged in a rush and there was no time to publicise the attraction. Without pre-publicity there could be no increase in the public attendance. All special events must fit in with the hillclimb programme and must not disrupt the day in any way.

If more space is available in the next 'Times' I will perhaps be able to explain our present publicity format

## RACE YEAR REVIEW

Dear Pat,

You've finally done it: shaming me into putting pen to paper! I hope the rest of the membership find the following interesting.

Some of you may recall that at the end of 1996, father Ken retired (again!) and I decided to search for pastures new on the competition front. After lengthy discussions it was decided that I would have a go at some "roundy roundy" stuff and we picked the very popular Champion of Oulton series. We had already decided to keep the Reynard chassis that had given us so much success over the previous 3 seasons and this, by virtue of its age, placed us in Class A for cars built after 1987. Having been very fortunate to pick up some support from the Rover Dealership I work for, the car lost its familiar orange and white paint scheme which was replaced by a very attractive shade of British Racing Green in deference to the MG-F sportscar that had recently been launched. -RW

For those readers that have experienced circuit racing at any level, they'll appreciate what I mean when I say that there is quite a difference in driving up Harewood on your own to having 20 odd other cars buzzing round your ears. Having said all of that, it was decided to update our car for the 1998 season and the Reynard was duly sold and we bought a 1993 Swift chassis. The main target that I had set myself was to progress at my own pace and to this end, I set myself a series of targets at the beginning of each year. For 1997, a top 10 finish was aimed for (this out of an average field of 26 cars). This, I'm pleased to say, we achieved fairly early on in the year and by the end that first year, I was quite a frequent visitor to the top 10.

For 1998, with a new car, a top 6 finish was the aim. It took a lot longer to get used to the new car than I had anticipated but, nevertheless, we did it: even if I did leave to

the last race of the season to do it ! So, onto this year and the 1999 season, would we achieve a podium finish as I hoped? The year started fairly well and in our second race at Ty-Croes on Anglesey, I found myself in 3rd position after only 2 laps when there was a bit of a happening at the first corner and 3 cars decided to visit the cheap seats. Well, I'd like to report a fairy tale ending but things in real life aren't quite like that. Despite resisting constant pressure from the car in 4th place, I'm sorry to have to report that the excitement was just too much for me and with only 4 laps to go I threw it all away with a quick spin at the hairpin. I rejoined in 8th place and eventually finished 6th.

To say I was gutted was probably the understatement of the decade. To compound my misery, the competitor who benefited from my pirouette and went on to finish 3rd came over afterwards to commiserate with me and stated that, had I not made that mistake, there was no way he would have been able to get past. I think the phrase "character building" is quite appropriate at this stage!

To those of you that have sprinted at Ty-Croes you'll already know what a cracking circuit it is. For racing, it is a little difficult to pass. I have a soft spot for the place having taken part in the very first sprint meeting there before the circuit was extended to its current format, to having scored my one and only FTD there and then competing in the inaugural race meeting there in 1997. For 1999, Anglesey was to prove to have some highs and lows. The next meeting at Ty-Croes, we had our patience tested to the limit with a curious handling problem. This meeting, like all the races on Anglesey this year, were held over 2 days with a practice and a race each day. The first practice session was completed without incident but, halfway through the race later that day, the handling suddenly went very queer. The rear of the car proving to be very difficult to control with little or no grip to speak of. However, I managed to hang on and I finished 6th. For the following day and our 2nd practice session, we decided to make some changes to the car. Having discovered nothing immediately obviously wrong at the back of the car, we softened the rear anti-roll bar in an attempt to give the rear more grip and we put on some newer tyres at the same time. The car was a nightmare to drive in that 2nd session and I lost count the number of spins I had. There was something fairly seriously wrong with the car I thought and we had to find it before the next race. As Dad and I stood there looking at the rear of the car scratching our heads, wondering what on earth was wrong, I mentioned that as a long shot why didn't we look at the front of the car as there is still a relationship between adjustments at the front to what effect it has at the back of the car. Upon removing the bodywork to access the front suspension, the problem became immediately obvious: the front anti-roll bar had sheared in half! This had given us the problem of, effectively massive amounts of grip at the front with very little at the rear. I was kicking myself for not thinking of this sooner but, relieved that we'd discovered the problem. Fortunately, we had a spare bar which was duly fitted and we managed to complete the race in the afternoon and salvaged 6th place having started 10th on the grid.

Our next visit was on the week-end of 31st July / 1st August. Being in the motor trade, having a day off on 1st August was quite a novel experience the first time in 14 years to be precise (this was only possible with the first registration date changing to 1st September). First qualifying showed us to be curiously off the pace. try as I might, I couldn't post a representative time and was running some 0.5 to 0.75 sec per lap slower than I should have been. About half way through the session, I fumbled a gear change from 2nd to 3rd and selected 1st gear the resultant over-rev tied the rev counter in knots and a severe drop off in performance. Trundling back to the pits, I knew we had some mechanical problem with the engine and feared that our week-end was over before it had really begun. Upon closer inspection, Ken and I discovered that we had no compression on No. 4 cylinder, very little on No. 1 and 2& 3 were o k. but not brilliant. This is where our experiences from the speed event world were replicated: no sooner had we decided to remove the cylinder head from the engine then we were almost surrounded by willing helpers. We soon had the head off and it soon became obvious that there had been contact between the exhaust valves and pistons on cylinders 1 and 4 to the extent that even in the fully closed position, it was possible to get a small screwdriver between the valve head and its seat. Although the exhaust valves looked ok on 2 and 3, it was obvious they'd had a slight "flight". A fellow competitor then appeared with 4 brand new valves which we duly fitted. Time was of the essence before we were due out on track again. So, there was no time to "lap" the valves in we even had to use the same head gasket! We checked the push rods to make sure they were not bent and reassembled the engine. The car fired up with no problem and we went out for the first race. I reset the tell tale on the rev counter to avoid frightening myself anymore (we usually respect a rev limit of 7000 rpm, or thereabouts, my gauge stops at 8000 and the needle had gone past this and was resting nicely against the stop!) and joined the queue in the assembly area. From 10th on the grid we battled our way up to 7th by the end of the race and the following day, we went one better and finished 6th.

September saw the traditional 2 lap sprint organised by Lancashire & Cheshire Car Club. This year we had a visit from the National Sprint Championship as well as the Sprint Leaders. As support in the Formula Ford class was quite low, I decided to take the plunge and registered the week before for the National Championship. With only 10 registered contenders present, I was fairly confident of qualifying for the run off. Not only did I

win my class, setting a new class record in the process, but finished 8th in the run off out of 10 qualifiers! Rumours abounded that there was to be a mini "winter" series organised at Ty-Croes for November. There were to be 2 qualifying sessions for us in the morning each of 15 minutes duration. Followed by two 20 lap races in the afternoon. All for £115! There was also a subsidised test day on the Saturday for only £65 which we were to take advantage of. The test day proved extremely useful for us, it had been some 6 weeks since I had last driven and we were also trying a new set-up as well as a slightly taller 2nd gear. Our fastest lap was 0.1 sec quicker than my previous best and only 0.3 sec slower than the quickest Formula Ford present.

The following day was just one of those where everything just "clicked": both qualifying sessions went very well. The first session saw us qualifying 5th and for the 2nd race, we were 3rd quickest and lined up on the 2nd row. But, it was very close: we were only 0.3 sec off pole, 0.01 sec quicker than the next car in 4th place, in fact, there was only 0.5 sec covering 3rd to 9th places. This was like a hillclimb class! Although I made a poor getaway in the first race, I managed to maintain my 5th place into the first corner. After about 6 laps, the car immediately in front of me got it all wrong under braking for the hairpin and slid sufficiently wide for me to snatch 4th place. Two laps later and the car that was in 2nd place and challenging for the lead, slid wide at the first corner and both myself and the car immediately in front of me were through. So, upto 3rd place but 12 laps to go. The 2 cars that had made mistakes were now on my tail and challenging hard. I had to drive quick enough to keep the 2nd place guy in sight but, at the same time not make a mistake to allow the 2 cars behind me through. Well, I'm pleased to say, I managed to do it and achieve my first podium! The sense of relief and at the same time the feeling of great pride in what I'd achieved was immense. As I trundled into the pit lane after my slowing down lap, Ken was there to greet me. I don't know who was more pleased me or Dad! He came over slapping me on the helmet and gave me a big hug as I clambered out of the car.

Having done it once, could I do it again in the 2nd race? Well, I don't know if it was because I was more relaxed but, the second race I found easier than the first. Even if I say it myself, I made an absolute peach of a start ( I knew that all those standing getaways for speed events would come in handy sooner or later! ) and held my 3rd place into the first corner. For the next 5 or 6 laps, I hung

onto the lead pair with the car in second place doing everything but join the leader in the cockpit in his efforts to get past! I thought that sooner or later this was going to end in tears. Anyway, the leader ran wide exiting the first corner and the second place car didn't need an invitation and was through and into the lead. The pair of them then started to edge away from me. Having enjoyed a fairly healthy lead over the 4th placed man, the gap started to shrink. This was aided by yours truly making a complete dog's breakfast of the esses leading onto the start / finish straight when, realising that having cocked up the line entering the first part of the "esses" the only way I was going to successfully negotiate the remainder of the corner was to forget the rest of the track and cut across the grass! Which I did with an accompanying large bang from underneath the car. Concerned I may have done some damage, I spent almost the full remainder of that lap looking at the gauges to make sure that everything was normal, which it was. Fortunately for me, the car in 4th place chose that lap to retire with an electrical fault. Very considerate of him I felt! The next time around at the esses, I noticed a large amount of grass scattered across the circuit. What silly twit has done that, I thought? then I realised, it was me from previous lap's excursion! I completed the remainder of the race without incident and claimed my second podium of the day.

Back in the paddock, we had chance to inspect the car and discover grass sticking out of every available orifice, to the extent that the offside sidepod was almost completely full! We were lucky that the race was not much longer or the conditions were not significantly warmer, otherwise we might have had an overheating problem. The "bang" I had heard and felt from underneath the car was caused by me skating over the kerbs that mark the edges of the circuit. The only damage inflicted was: a big chunk missing out of the tip of the nosecone, a "ding" in the front of the nosebox and some very attractive markings on the underside of the floor and various skid plates ( the later living up to their name!).

So, after 3 years of trying, I finally made it to the lower step of the podium. What next? Well, I suppose the next target has to be the top step and, to that end, I'm really looking forward to next season. I'm sorry that I've been unable to come visit all our old friends at Harewood this year but, various things have conspired against us like work, racing, lack of money, you know how it is. I will make a concerted effort to come over next year, who knows, I might even be persuaded to put an entry in ?!!

All the best for the New Year and here's to a safe and competitive season for all concerned for the year 2000.

Best wishes, David Bailey

## DATES FOR YOUR DIARY



# 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.*

## PETER SMITH

During the week, Peter Smith was a rhubarb grower from the Rhubarb Triangle near Wakefield.



At the weekend he was an outstanding circuit and hillclimb driver. His diminutive British Racing Green Speedwell GT was the scourge of many more powerful cars at circuits such as Rufforth, Cadwell and

Oulton as well as being a potential class winner at Harewood, even when grouped with cars of far greater potential. Peter was one of a contingent of extremely quick northern Sprite drivers in the 60's.

## NICKY PORTER

Probably the best hillclimb Mini driver there has ever been, certainly the most consistent visitor to the winners podium. With a special engine supplied by a tuner for a year, Nicky won the prestigious Prescott Gold Cup. He was always at the forefront of the National Castrol BARC Hillclimb Championship in



the early 70's. Around this time, the Mini class was one of the most competitive on the hills. Although the cars in the class were highly tuned, as a bit of kidology, they all sported a roof aerial to make them look like shopping cars. Later on, Nicky's appearances in the Mini became more and more sporadic and he took to rallying in a Mercedes. He was a distributor for the marque in the Bishop Auckland area. The family name is being upheld by his son, Julian who is now rallying.

## HAYDN 'BING' CROSBY

One of the 'Gang of Three', 'Bing' was for many years a Harewood Steward alongside Harry Mason and Bob North, after a while using a Mini 'Bing' is best remembered as the driver of a fearsome Cooper Jap. In the RAF during the war, his working life was spent in the motor trade, first as an apprentice at Appleyard's. He also worked with one of our prominent Centre members, the late 'Chippy' Stross as well as the Rootes dealers, Cox and Co.

'Bing' was an early member, and for two years, President of the Yorkshire Sports Car Club

'Bing', a B A R C Yorkshire Centre member, is a regular visitor to Harewood along with Harry and Bob Long may they continue their visits.



## REMINISCENCES

*John Green*

Reading the Christmas issue of the Times brought back many memories of times past. In particular Peter Herbert's recollections of his best writer Denis Sargent Jenkinson or "D.S. J." as he always signed his motor sport articles.

His column entitled "European Letter" was always avid reading. Its subtitle was interesting too, "by means of which our European reporter keeps in touch with the editor". Only a magazine like Motor Sport (incorporating Speed and the Brooklands Gazette) with its respected place in motoring journalism could get away with such pomposity.

Unlike Peter, I did speak to Jenks on a couple of occasions. I helped him unload his sprint special TriBSA from the van at Shelsley as he told me that the new boys at Motor Sport had decided they didn't want him to write for them anymore.

He seemed upset to have lost something that had for so long been part of his life. Later I helped him start his bike, as push starting it at his age was becoming a bit of a chore.

From my records I see he recorded a time of 40.49 seconds, not bad for a man approaching 75 years of age on an obsolete 650cc TriBSA.

I am surprised that Peter didn't include in his

only plate, while he tipped his egg onto a sloping draining board; just managing to eat the last mouthful before it slid into the sink.

Jenks sadly died a few years later and at the Goodwood Festival of Speed an exhibition of D.S.J. memorabilia was assembled in a marquee in the grounds of Goodwood House. It included the alloy case with its perspex window and wooden rollers on which Jenks made the navigational notes he used to guide Stirling Moss to victory in the 1955 Mille Miglia, a real piece of motoring history.

Another piece of motoring history, and in particular hill climbing history is Spider; the car campaigned by Basil Davenport. Spider 1, a much-modified G.N. was to beat the famous Rudolph Caracciola's 7 litre Mercedes at Shelsley VValsh in 1930. Spider was never a pretty car and it's construction gave it a 'make do and mend' appearance. What must the Germans have thought, with their teams of mechanics, transporters and the like, to have been beaten by such a device. Spider II, a revised edition, came to Harewood in the seventies, and clad in his trademark brown dust coat - no requirement for fire-proof overalls then - Davenport shot up the hill, the engine firing 'once every telegraph pole' as the saying goes.

At that time I hadn't heard of Davenport or of

Spider's history but I thought that I could identify most vee twin engines from my interest in motorbikes. Spider's engine was not familiar to me, so while he was waiting to go down to the start I asked Basil what type of engine it was. "I made it myself," he

said. Subsequent reading has shown that this was basically true. Another of his comments was "All you need is a rough file, a hammer and a screwdriver, it's how this engine was made and it's all it understands". He, like me, would have thought a mapped ignition system was a plan showing the position of the distributor relative to the other major engine components.

Both Jenks and Basil Davenport are names well known to anyone who takes an interest in the



*Basil Davenport in his Spider at Harewood*

book section a reference to "Jenks: a passion for motor sport". This wonderful book, a compilation of articles Jenks wrote for Motor Sport and the BRDC Bulletin takes the reader through a vast range of motoring interest from amateur hill-climbs to Formula One.

Alan Henry, a Motor Sport colleague, called at Jenks Hampshire home early one morning before going on a trip together. Jenks offered him breakfast and produced two poached eggs. Alan Henry's was served on a plate, apparently Jenk's

history of motor sport. I, of course, am rather less well known despite having been part of the motor sport firmament for almost 30 years. However, for those of you with extensive libraries, if you turn to page 1044 of the July issue of Motor Sport for 1980 you will find a colour photograph taken at Prescott. It's not of me though, or my car, I must have gone off for my run. You can however quite clearly see, through the screen of the Merc parked next to Rod Leach's HWM not only the hard top of my Austin Healey 3000 but also my tool box! Autographed copies of this print can be purchased from the author at the Easter Harewood. Mind you, Stirling Moss and I have two things in common. First, Stirling was turned down on his first application to Shelsley Walsh, as was I. Second, Stirling hasn't yet been World Champion, nor have I -yet!

## WHY DIDN'T HE DO IT BEFORE?

Christian Mineeff's drive at the British National Championship meeting was one of the highlights of the season. Although most of the Yorkshire crowd were rooting for our Driving School Chief Instructor David Grace, we were pleased and astounded at Christian's stunning performance which gave him 2nd place in the run off.

Whether it was the recent rebuild that gave him confidence in the car or just that he dug a little deeper within himself matters not. The SPA sports racer was flying that day. As I said to his chief mechanic Peter Harper, "why didn't he do it before?" Peter's reply "precisely". Hope I haven't got you the sack Peter.

Brian Kenyon



## LATE CALLS

As we approach the new Harewood season, I would like to remind everyone to make any phone calls concerning the Yorkshire Centre and Harewood **BEFORE 8.00pm**.

By then I will have been 'on call' to members for 12 hours which I'm sure you will agree is long enough.

## COMMITTEE NOTES

It may be the middle of winter, but your Committee is still working hard! Business keeping them talking 'til the late hours includes:

- timing system developments continue with considerable help from Jenny Woodfield and timekeeper David Clay, the brief being to replace the current multiple clock system with a modern continuous clock capable of providing split times and a better results service.

- issues raised at the Forum have been discussed, including plans to increase eligibility checks this year with spot checks on tyres, etc.

- the signing on procedure is under review to try and cut down waiting time.

- annual trophies have been reviewed to reflect the current class structure; details in Regs booklet.

- a major sponsor is being sought to replace Auto Trader, whose support ended last year.

- the Marshals Training Day is being planned and may include an invitation to competitors.

- the financial planning for the next few years is being considered, particularly due to the need to resurface the 'old' track in the near future.

Tim Wilson

## MEMO ARTICLES

for the next edition of the 'Times' to the Editor by

28 April 2000 please.

Mrs Pat Kenyon, 'Hillside',

West Lane, Holdworth, Loxley, Sheffield,  
S6 6SN

Tel: (0114) 234 0478

e-mail: pkenyon@holdworth.fsnet.co.uk

### BARC YORKSHIRE CENTRE



#### COMMITTEE 1999/2000

CHAIRMAN  
HON SEC

Simon N Clark  
John M English  
32 Farfield Avenue  
Knaresborough  
HG5 8HB

VICE CHAIRMAN  
HON TREASURER  
HON COMP SEC

J Richard Hardcastle  
Peter Varley  
Chris Seaman  
Tel: 0114 258 5695 (B)

#### COMMITTEE

Richard Hooper  
John Green  
Mike Shorley  
Tim Wilson  
Graham Wride

Tim Bendelow  
Don Burt  
David Dalrymple  
Peter Whittle  
David Clay

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.