



YORKSHIRE CENTRE

MAY / JULY 2000

Issue No 81



BARC

CHAIRMAN'S LETTER



Dear Member,

Since the last Times much has happened, some good and some not so good.

First to the not so good which I put here so you hear it from me before Brian gets chance to take the mickey in his May report- I lost the Ferrari Class Record. But I will be trying to get it back in August.

Now to the more serious stuff. May, June and July meetings were a sell out and were very good meetings. It is a shame that the weather spoilt the Championship meeting after such a promising start on Friday evening but as I missed it (Holidays) I cannot comment on the days but I hear the meeting was a success and the whole team made a great effort.

A new feature at July was the computer read out of times and results in the shower room which has been made possible by Jenny Woodfield and her computer skills and proved very popular. Competitors will be pleased to learn that we are scouring the computer hardware to allow this to be a regular feature.

The August meeting is heavily over subscribed and September is already filling up so please make sure your entry is in especially if you are battling for Championship points. One attraction for August is the entry of David Grace (reigning Hillclimb Champion) in the Ferrari Class.

For those of you who have still not tried the Driving School yet, and looking at your lines there

are plenty of you, I think I am right in saying each day has been at the capacity limit of 30. In addition each has been extremely successful with many favourable remarks being sent to us.

Lastly an important date for your diary- The Annual Dinner Dance on Saturday 18th November at Oulton Hall, don't miss it.

Best Wishes,

Simon

IN FUTURE ISSUES OF THE 'TIMES'

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

Continuation of the potted history of the Yorkshire Centre by Tony Hodgetts

July (courtesy Peter Herbert) and August event reports

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

A report on the history of the annual trophies

Video & Book reviews

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SPRING NATIONAL MEETING

23rd April 2000

Brian Kenyon

'BRAVE DAVE'

I first competed at Harewood in 1967 but I have never seen the hillside bank seeping, weeping in the way that it did at the exit from Orchard. Almost incessant rain for weeks prior to the event meant that the land just cried 'enough' and the water table was so high that it was impossible to stop or divert the stream of water, which crossed the track just after Orchard. Fortunately, it was on the straight but still required respect.

David West made one of his infrequent visits to Harewood with his IDA carburetted Mini. The Midlands Sprint Champion / Notts Sports Car Club contender 'wopped' the locals. Geoff Goodwin, in the Midget, was close behind and for his efforts was top point's scorer in the Harewood Championship. Daniel Pinder's Nova found the pace of the leaders tough and was 2 seconds adrift at the close of the two runs. Unfortunately, because of delays and conditions, only two runs were achievable at this event.

Harewood regulars sandwiched David Marshall's Peugeot, Bobby Fryers took the class win but then realised he had not entered the Harewood Championship, consequently he didn't score any points. Brian Stone in the pristine white BDA engined Escort secured the 3rd podium spot. Matthew Riley was always ahead in Class 3. The Sierra Cosworth driver just having the edge on Mark Warren's Subaru Impreza while the oldest car in the class, the MGB V8 of John Wilson, kept his bumper in front of Malcolm Pinder's Subaru WRX.

Linden Spencer showed his class among the Locaterfield's when he headed the competitive due of Andrew Stokes and Dave Banner. Dave didn't help his cause with an off-course excursion on his 2nd run. In a raid over the border from Wales, Crickhowell driver Peter Kukainis headed the similar Westfield of Harrogate's John Hoyle with Lindsay Pointon making it a Westfield 1, 2, 3. Peter was not registered for the Harewood Championship but John Hoyle was and his points tally made him 2nd in the Championship.

One run was all Richard Casey needed to secure victory in Class 6 which was fortunate, as the Bobby Fryers owned Metro threw a mechanical wobbly before the second run. Alistair Bowden and

Steve Harris made it into the 2nd and 3rd spots in their Minis, Alistair edging Mini tuner Steve by 1 second. Jenny Woodfield got to grips with her new immaculate 2 litre Escort from the outset but Damon Gray in the VW was just too quick and demoted the red-haired computer expert into 2nd spot, but it was close, 0.23 gave Damon the edge. Neil Stokes in the Astra was best of the rest.

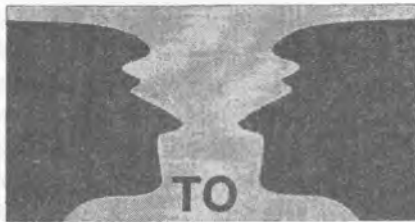
David Spaul showed fire and determination in the Class B Mod Production cars. His charge on the 2nd runs securing the win from class record holder Peter Hamilton. The Superlight Caterham of Jon Waugh was less than 2 seconds in arrears. Jon Waggitt in the lime green Sports Libre Ward WD9V was exactly 4 seconds ahead of the pretty OMS sports car of Les Procter while David Brewis's more aesthetically challenged Metro kept its blunt nose in front of many potentially quicker cars. Class 8 was merged with Class G; the Paul Howells' 'Porker' was just too quick for John Green's classic fixed head E Type. Paul secured the class after overturning John's first run lead.

Dave Kitching was uncharacteristically off the pace on the first runs in the up to 1100cc single seaters but came good on the 2nd runs to snatch the class win from the Maclan pairing of Craven Moses and Michael Dobson. Such was Dave's 2nd run pace that he not only secured the class win but FTD as well. Class K drivers Peter Needham and Andrew Henson were 1st and 2nd in class, their best runs just under the minute mark meant they were also 2nd and 3rd in the FTD stakes, and along with Dave, the only drivers to beat the 60 second barrier.

Despite attending the Driving School prior to the event, Michael Catania had to contend himself with 3rd place behind the similar cars of Dick Stephenson and Simon Cole in the TVR class.

RESULTS

<i>Class Name</i>	<i>Car</i>	<i>Time</i>	
1	David West	Mini	71.47
2	Bobby Fryers	Clio	69.63
3	Matthew Riley	Sierra Cos	67.69
3A	Dick Stephenson	TVR	72.22
4	Linden Spencer	Westfield	66.02
5	Peter Kulainis	Caterham	66.22
6	Richard Casey	Metro	66.68
7	Damon Gray	VW	68.91
B	David Spaul	Westfield	62.39
E+F	John Waggitt	Ward	60.15
8+G	Paul Howells	Porsche	67.83
H+I	Dave Kitching	Jedi	59.00
9+K	Peter Needham	Quest	59.67
FTD	<i>Dave Kitching</i>	<i>Jedi</i>	<i>59.00</i>

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E**TIM BENDELOW****CHIEF PADDOCK MARSHAL**

Living nearby (Knaresborough), Harewood was always a local venue, along with Rufforth circuit. I've always been interested in cars & had quite a good collection of Corgi & Dinky toys (which I regret I gave away!). Spectating at the 'local' venues with my dad, then occasional forays to Croft & Oulton Park when visiting relatives followed. For a short while this was interspersed as 'helper / mechanic' for a neighbour who ran a kart at Fulbeck & Carnaby (both now closed). His son is Darren Manning - Arden F3000 & BAR FI test driver 1. Trips to 'far-flung' Snetterton (Lords Taverner's raceday) & Donington (F2 race at the newly re-opened Derby track, with Bruno Giacomelli winning in the prototype March 782 car).

Other highlights being a very wet race at Croft with Super Saloons creating huge rooster-tails of spray, & a loose wheel careering wildly towards the chicane grandstand (which it missed); a warm May afternoon at Croft when the then-new Escort Mexico's took to aerobatics ending in a multiple shunt at Oxo Bend. One sound that will always stay in my mind is that glorious wail of the Lancia Stratos engine long before the car could be seen, in Bramham Park.

Once I passed my test, I ventured into the forests: the early model Metro 6R4 was out on the York National Rally (1982 7) & of course the Gp B Super Cars of the 1980's on the Lombard RAC Rally. Having taken hundreds of photo's whilst visiting Harewood, I wanted something else from my major interest; I applied to join Harewood Marshal's Association & volunteered for the Saturday of the RAC Championship event & was allocated Quarry Corner, with Ray Wass as Observer. It was something of a 'baptism of fire' as just before lunch, the Pilbeam-Repco of Charles Wardle, rotated & sped off towards the lone tree. That is a big, heavy car to push back into the paddock. Completing that memorable day 'feeling' Paul Tankard's brutish TVR go past & standing at the Flag In point at the end of Quarry Straight - wow what an impression to leave.

Further meetings followed, along with that year's RAC Rally - run early morning with the sun

rising over Quarry as the mid-runners headed for the stop-line. Quarry Corner became my regular 'haunt' for the next few years alongside Ray, Graham Walker, Roger Frost and Ray & Anne Whittaker. I've marshalled at every post at Harewood, & my favourites would have to be Country (still a surprise to see a car 'appear' from the dip, especially 20 - 30 mph faster than on the short circuit) & Quarry - the key to the whole track! In 1988, I started circuit marshalling at Oulton Park & I try to make a visit there each year. I belatedly discovered Cadwell Park that year; what a place to run a motor race - The Mountain, Barn Corner & Gooseneck are all exciting places to marshal at. Donington, Mallory Park & a singleton Silverstone (at the outside of Woodcote standing on the back of the grid prior to races). I've done the airfield at the GP which was good fun, but have not marshalled the GP trackside or in the paddock. I graduated from Novice to Course & onto Incident, having also Observed at Harewood & run the paddock on a couple of occasions when Alan McKinney (the then Chief Paddock Marshal) was away. I understudied David Dalrymple as Deputy Chief Marshal for two years, initially in the old paddock trailer, then in the clubhouse after it had been refurbished, then took over as Chief Marshal in 1995.

Walking the course became the norm after signing-on, post allocations made (& probably amended), officials details provided to Control & the Marshals Draw made. I took over as Chief Paddock Marshal in '97, whilst my Deputy Mike Shorley took over as Operational Chief on the day. I stood down as Chief at the end of last year, feeling I needed a break partly due to health problems, & that I was trying to do too much. I was also secretary of Harewood Marshals Association - a position I had held for ten years. I stood down from that, although I am still on the HHA committee & also on the BARC Yorkshire committee.

Memorable motorsport moments: my first Harewood; Historics at Donington, especially the Chevrons; Honda CRX's at Cadwell - a steward's enquiry meant an 8 pm departure; 1995 Millers International Historic Rally in the snow in Dalby; 1993 Touring Cars at Oulton Park; collecting the HSA's 'Norrie Galbraith' Trophy for the best organised RAC Championship Hillclimb event of 1998.

I've been to a variety of events throughout the country; even to Le Mans (twice) & the Belgian BP at Spa-Francorchamps (TV does not do justice to Eau Rouge !, you have to be there to appreciate the steepness, I've walked up the old Pit Straight

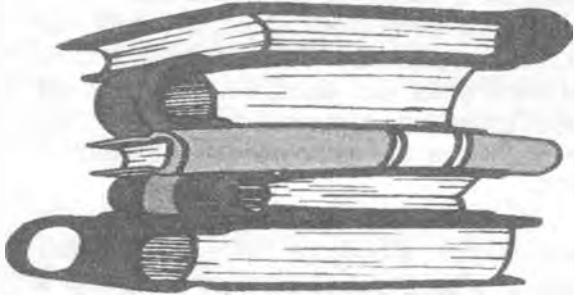
from the bottom of Eau Rouge to La Source after the race had finished. However, the camaraderie of a Harewood paddock still takes a lot of beating.



Tim receiving the Norrie Galbraith Trophy from Phil Price. Photo Jerry Sturman

LITERARY REVIEW

Peter Herbert



BOREHAM.

A HISTORY OF THE RACING CIRCUIT.

By Bryan Jones and John Frankland
Published by Ian Henry Publications Ltd £12.95

To anyone who has punted a Cortina GT down a lane in anger, raced a Lotus Cortina around a circuit or slid an Escort Twin Cam through a forest, the name Boreham is synonymous with the Ford Motor Company and its highly successful Competitions Department. Yet the Essex airfield, built by the Americans as a bomber base in 1943, could so easily have become the home of the British Grand Prix rather than at Silverstone, such was its success as a race track in the early fifties.

The story of Boreham's short but glorious motor racing career is told in an unpretentious and charming little soft backed book, written by two enthusiasts. Bryan Jones was a Ford engineer and Boreham village resident. John Frankland an Essex County Council town planner, but don't hold that against him for to do so would condemn your reviewer also.

From modest speed trials, run over a standing kilometre down the main runway, developed a fast flowing 3 mile circuit over which West Essex Car Club and Chelmsford and District Auto Club ran car and motor cycle events respectively between March 1050 and August 1952. During this short period such luminaries as Moss, Villolosi, Hawthorn, Etancelin, Rosier, Gonzalez, Wharton and Salvadori, did battle around Hangar Bend, through Waltham Corner and along Dukes Straight, as did hundreds of club drivers that included a twenty year old Formula 3 Cooper pilote by the name of Ecclestone.

The story of Boreham's aviatinal beginnings, its races and its final role as a Ford test track is told in great detail, supported by a number of black and white photographs that capture the place and the period well.

If this book is to be criticised it would be for its workman-like style, which is heavy on fact and statistics but light on anecdotes and humour. However, as an historical record it is superb, made more poignant by the fact that the scene of so much speed and excitement is about to become one of Europe's largest gravel pits.

TWICE LUCKY. MY LIFE IN MOTORSPORT

By Stuart Turner
Published by Haynes Publishing £17.99

Light on anecdotes and humour is not a criticism that can be levelled at the autobiography of Stuart Turner, the legendary former competition manager of BMC, Castrol and Ford. Indeed, this is a very witty yet refreshingly modest account of an ordinary Midland lad who escaped the monotony of accountancy training by discovering a gift for writing and navigation, a combination that saw him become *Motoring News*' first 'Verglas' and Erik Carlsson's RAC Rally winning co-driver.

The book's title refers to the author's good fortune at joining BMC when the Mini was coming on stream and Ford when the escort was about to hit the motorsport world. Turner is typically self-effacing when describing the way in which he engaged Scandinavian drivers, a strategy that was less than popular at the time with the British press.

Boardroom battles to launch such specialist cars as the RS200, Sierra Cosworth and Escort Cosworth make fascinating reading, as does the

agonising that preceded the axing of the GT70 and the RS1700T.

As with many stories of those who have risen to the top, the early uninhibited years make the best reading. If you have any doubts, just read about Frank Williams' rise to fame. So for me, Turner's tales of fifties and sixties rallying from the hot seat of Ron Gouldbourn's TR2, 'Mac' Mackintosh's Beetle and Wolfgang Levy's Auto Union make the best reading.

This is one of those books that, even for those with the attention span of a goldfish, begs to be read in one sitting. And for those who make the effort, it will come as little surprise that Stuart Turner has now found yet another successful career as an award winning after dinner speaker.

**UNBEATABLE BMW.
EIGHTY YEARS OF ENGINEERING
AND MOTORSPORT SUCCESS.**

By Jeremy Walton

Published by Robert Bentley £59.99

'Unbeatable BMW' is a fat book at a fat price and even before I begin its review I can hear the more frugal Yorkshiremen amongst the club membership denying any book, however good, to be worth a penny short of sixty quid.

I would disagree, a well written and nicely produced book is a very fine thing that will not only give a lifetime of pleasure, it will also increase in value once out of print. The question is, however, whether this particular work falls into such a category and on reflection, I think not.

The book's production quality is excellent, with 570 glossy pages, most including both monochrome and colour photographs. I particularly like the atmospheric front jacket shot of a race stained M3 nose in close up. The text traces the history of Bayerische Motoren Werke AG from aero engine builder, through motor cycle manufacturer, to pre-war sports and luxury car builder. There followed near bankruptcy in the fifties. The company's three wheeler Isetta-BMW and rear engined 700 Coupe period and then an increasingly sophisticated and successful range of cars that have made the company the market leader it is today.

Racing, and to a lesser extent hillclimbing and rallying, have always been inseparable from the

BMW 'Ultimate Driving Machine' ethos and this is fully covered, as are pen portraits of key figures who drove team managed, and engineered the many Munich inspired competition cars that have been successful throughout the world. Those who know about such things tell me there is at least one inaccuracy on every page but as a chronological record of the company's fortunes, on and off the track, no other book will tell you more. So why would I not buy it?

Certainly not because I do not like BMW's. I have owned seven, raced three and have recently added a 1988 M3 EVO II to the growing Herbert stable. Instead it is due to Walton's style which I have never found engaging. The story is told with a detached inelegance and the constant use of such terms as 'sedan', 'street', 'car' and 'tires' reflects the American publishers market aspirations. I also find the term 'Bimmer' mildly irritating, but that's just a personal thing.

So on balance a unique book but not a great one. An opportunity missed in fact.

Letter to the Editor

Dear Pat

John Green's 'Reminiscences' quite rightly take me to task for not making reference to 'Jenks: A Passion for Motor Sport' in my eulogy of the little man contained within my Millenium Motorsport Oscars (Times issues 80 and 79 respectively). Although not a contender for Book of the Millenium by virtue of being a compilation of earlier writings, it is still a wonderful read.

Basil Davenport's infamous G N Spider, and his old brown dust-coat, are still to be seen on the Midland hills courtesy of current owner David Leigh, who conducts this fine piece of machinery with some enthusiasm.

When first spotted in the Shelsley paddock a couple of seasons ago by my spannerman, Spider was curtly dismissed as "an old bag of shite", a fate that awaits any motor car that pre-dates the Lotus Elan in his view. But to my mind anyone willing to sit on a wooden seat astride a rapidly revolving chain drive while taking crossing flat gets my vote.

Regards

Peter Herbert

E-MAIL TO THE EDITOR

Pat

I have had what I think is a brainwave, that's not a good start.

I and others have difficulty at Harewood with the one support vehicle rule, not in principle but in practice due to the difficulty in unhitching the tow car from the trailer and parking the large trailer with the race car against the spectator fence before moving road car to field car park.

I believe this is mainly a problem for those of us with racing cars, Glyn Sketchley, Tony Ellis, myself (I must declare a selfish interest in this proposal), etc. i.e. those with box trailers who keep their spares, tools etc. in the trailers.

If the racing car classes were allocated parking spaces in the centre line of the paddock the problem of pushing heavy trailers around could be overcome as the tow vehicle could pull the trailer into the correct position (first of all having removed number peg rather than running it over) be unhitched, the tow vehicle parked up and the trailer left in the correct position without the need to use brute force and ignorance. This was the arrangement used at a meeting a couple of years ago and worked very well.

I'm sure such a system would work well at the larger meetings when virtually all the top racing cars have box trailers just as well as at the clubby ones I attend, if not better.

I hope you don't my two 'alfpence worth and I do know from my rally organising days that competitors only look at things from one perspective (their own!) but I think this could prevent a number of competitors being told off with no organisational problems.

Mike Musson

An official reply has been sent by Richard Hardcastle - Vice Chairman of the Yorkshire Centre.

BK's Views

I have done much tugging and pushing of trailers but I think Mike Musson's ideas are impractical and unworkable. The layout of the paddock depends on the entries in various classes as to where the positioning of a class maybe.

Mike's idea requires the paddock marshal to have an intimate knowledge of those who have large trailers, this is impossible.

The centre-line of the new paddock has a peg with numbers on both sides. It is possible to remove the peg and replace but only if the competitor on the other side of the peg isn't already in place.

Sorry Mike, your suggestion is impractical.

FOR SALE

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Notes from a foreign clime!

Anne Wright

Although we have lived in East Anglia (we feel we're doing missionary work!) for over ten years now, we always look forward to the Yorkshire Centre 'Times'. We like to know what's going on!

We have such fond memories of Harewood. After a lifelong passion with motor racing and all things connected, Colin took the plunge and started hillclimbing at Harewood in the mid 1980s, firstly in a Reynard, then a Lola and finally in a Van Diemen RF86. We later discovered that the Reynard had, at one stage in its career, belonged to David Sturdy and on contacting Adrian Reynard for advise on spare parts discovered that the car was the very first one Adrian had ever built. Like an idiot, Colin sold the car back to him and it now resides in the Reynard museum-. But, I digress!! The very first thing that struck the pair of us on that initial meeting was how friendly and helpful all the other competitors and the marshals were. What could have been a nerve-wracking and awkward day turned out to be a super occasion. And friends made on that very first day (see below!) are still very good friends now.

In 1992, when Daniel, our son, was 18, he shared a car with Colin at Harewood and thoroughly enjoyed his season. After that he was away at college and then at sea as a marine engineer and so was unable to compete. Now, however, he is back on dry land (with a family, a mortgage, a house to renovate and a job in the nuclear fuel industry), and got his motor racing licence last year, again with a view to sharing Dad's car!

Colin has been circuit racing in his Reynard SF79 the last four or five years and in 1998 won the URS Classic Formula Ford 2000 Class B championship. The URS championship rounds are held at various circuits, with a different format each year. Snetterton is our local race track, less than an hour from home, so we are particularly fond of it! The worst one for us is Pembrey, it really is too far to travel in one weekend, as we live right on the east coast and Pembrey couldn't get much farther west. However, the diversity of circuits adds to the fun. Once, at an Oulton Park round, our portion of the paddock was affectionately called Harewood Hill (it was noted however, that it wasn't windy enough!!) as next to Colin's car were those of John Wilkinson and David Bailey (both of whom compete in the Champion of Oulton Formula Ford). Ken Bailey was

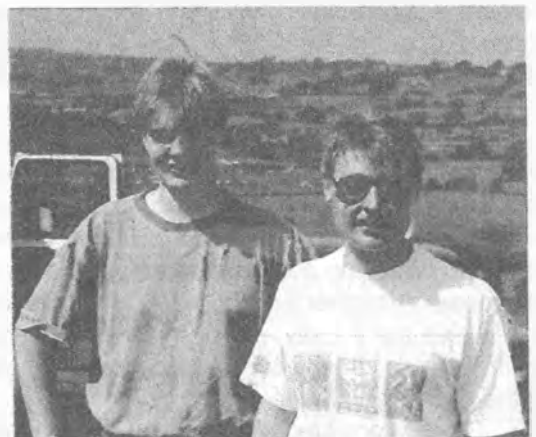
there supervising David and Trevor Cooper came along to pit-crew for everyone! The Super Sprint rounds are often held at the same venues as the URS ones and so we often see Roger Kilty and John Garnett, as we did on that occasion.

Dan "borrowed" Colin's car and competed in a couple of 750 Formula Ford rounds last year, doing pretty well and, of course, caught the bug! Sharing cars is different from Harewood though, as the 750 regulations for the car set-up differ from the URS ones and Dan's legs being longer than Colin's means seating arrangements for the two of them vary somewhat! I have warm memories of the two of them at Harewood, one leaping in the car as the other jumped out, deftly transferring helmet and gloves from one to the other at the same time!

So far, the 2000 season has had two URS rounds. The first was at Mallory Park and appalling weather, clutch and radiator problems combined to prevent Colin finishing. The second was at Cadwell Park, where he had a good race and won his class. Dan also hopes to get a few more 750 rounds in too, this year.

The camaraderie and humour we enjoyed with the Harewood Formula Forders is just the same with the URS gang and many more fellow competitors have become friends. However, Colin and John (the Wilky Bar Kid) are real racing buddies and pitcrew for each other whenever possible. Failing this, a telephone post mortem is (usually morosely, occasionally ecstatically!) carried out.

We would love to call in at Harewood sometime, to see some old friends and see if things have changed. If a date coincides with one of our Yorkshire trips, we certainly will.



Daniel and Colin Wright

HAREWOOD OPEN MEETING

Saturday 13th May 2000

Brian Kenyon

'PASS ME THE LUMP HAMMER!!!!'

Fortza Ferrari - 19 Ferraris were entered consisting mainly of 308's and 328's but there was a wild card in the pack. The 355 of Jon Goodwin. The leading contenders would have to raise their game to stay with the 355. Simon Clark, who has held the class record for longer than most wish to remember, would definitely have his hands full to defend his record. Modern technology had its way and Simon had to settle for 2nd nearly a second adrift of Jon. Robin Ward is a real trier. He puts his all into a run and sometimes a bit more. The blue 308 flew off the track at Quarry on his second run necessitating adjustments with a large lump hammer. To see Robin and his helpers ripping off large parts of the Ferrari underside was a sight to behold. Robin was rewarded for his efforts, his 3rd run of 67.58 just 0.2 behind Simon Clark.

Sportsmanship is not dead, the proof was evident when Kevin Carruthers' Midget, stricken by a blown head-gasket was worked upon by his MG Championship rivals. George Pawlin and Allan Inwood stripped the car while Kevin was away in search of a replacement gasket. Their hard work was rewarded when Kevin won the first of the MG classes by nearly 2 seconds from George Pawlin's green Midget. Allan Inwood secured the smaller of the two MG classes, the Midget driver 2 seconds in front of the modern MGF of John Dignan.

Caterham Academy boys and girls were up to their usual lurid tricks. In the first runs Rachel Green drove the wheels off her car to secure a healthy lead but Oliver Bull, Keith Pennington and Richard Coope showed that male chauvinism is still alive and demoted the flying lady down to 4th. Rachel had peaked too early as she did not improve on her 2nd and 3rd runs. Keith Pennington, along with Oliver were the only 2 drivers in the 71's. Keith had had a fraught week in the run up to the event when attending the May Driving School, he was forced to take time out to bid over the phone, for the house his mother lived in. Keith, who I am sure will forgive me if I say, is not in the first flush of youth, was delighted with the outcome of his visit to the School and the event at Harewood.

Class 1 consisted of 3 cars, and Daniel Pinder drove his Vauxhall Nova to a win. A Saloon car beat a Sports car in Class 2. Iain Ball's 2 litre Escort

was over 2 seconds quicker than the TVR Vixen of Paul Myatt. The luridly driven Escort surely needs some work doing on its suspension. A Subaru Impreza was de rigeur for Class 3. The shared family car of Mark and Adam Warren had to give best to Malcolm Pinder's WRS ST1 but it was Oh so close, 0.06 was the final margin that Malcolm had over Mark.

The big guns in Class 4 were out and it was Dave Banner in the cream Westfield who was calling the shots. A class record equalling run of 64.65 settling the issue in his favour. Caterham driver Andrew Stokes, who had long been the man to beat in Class 4, couldn't match Dave's blistering pace while in 3rd place Mike Geen, yet again achieved miracles in his small-engined Dutton Phaeton. Leaves you wondering what he would achieve in a large engined Westfield or Caterham.

Jenny Woodfield seems to suffer from VWitis. Beaten at the last event by Damon Gray, today it was the black Vini Dobson car that settled the issue and Jenny was the meat in the Vini and Damon sandwich.

Only 3 cars came out to play in Class 5 & B amalgamated and 10 seconds was the margin from 1st to 2nd, David Spaul's Class B Westfield understandably quicker than his Class 5 rivals.

Peter Green shared his Centaur for the first time with Richard Spedding. Richard quickly on the pace, gave Peter food for thought but Peter's 2nd run of 62.46 settled the issue. It was close in Class D & F merged, the turbocharged OMS of Les Procter reached the beam just three hundredths quicker than the Mallock of Tim Daniel.

Lack of entries forced Haydn Spedding into the merged Class 8 & G but the E Type driver could do nothing about the 3500cc Skoda Coupe of Jersey driver Barry Moignard.

Martin Vesty's Jedi had suffered more than its share of mechanical unreliability but recently the cause was discovered. A blocked or restricted fuel filter, once replaced, released the power and potential of the Jedi. John Chacksfield gave valiant chase but the ex-Class 4 driver, new to the single seaters this year, was still three and a half seconds in arrears.

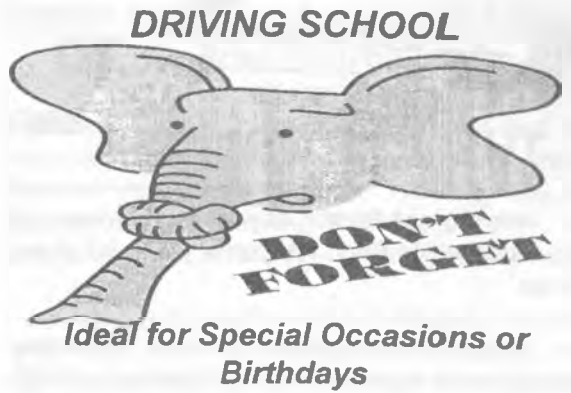
Over the years, John Moulds has done a bit of everything - an ex-circuit racer, he's even tried

hillclimbing a Formula Ford but now pilots a 1200cc OMS. 57.97 was enough to give him a comfortable victory in Class J.

Chris Merrick brought the Ralt RT1 up from Stroud and ensured that the journey was worth while with Fastest Time of the Day time of 57.30s.

Results

Class	Name	Car	Time
10	Jon Goodwin	Ferrari 355	66.47Rec
15	Kevin Carruthers	MG Midget	67.77
15A+B	Allan Inwood	MG Midget	69.77
17	Oliver Bull	Caterham	71.52
1	Daniel Pinder	Nova	71.97
2	Iain Ball	Escort	73.03
3	Malcolm Pinder	Subaru WRX	67.70
4	Dave Banner	Westfield	64.65Rec
7	Vini Dobson	VW	66.66
5+B	David Spaulf	Westfield	60.94
E	Peter Green	centaur	62.46
D+F	Les Procter	OMS	61.85
8+G	Barry Moignard	Skoda	60.39
I	Martin Vesty	Jedi	59.09
9+J	John Moulds	OMS	57.97
G+L	Chris Merrick	Ralt RT1	57.30
FTD	Chris Merrick	Ralt RT1	57.30
Novice FTD	Mick Lancashire	N-D Suzuki	61.83



Pat Kenyon (0114) 234 0478

Remaining Date for 2000 Thursday 31st August

All of our Driving School days have been fully subscribed and there are just a few places left on the August School so if you want to get on the course, you must hurry.

Next year's dates will be announced shortly.

EDITORIAL

First of all may I apologise to all Centre members for the lateness of the 'Times'. I have now received enough copy from people to put out a magazine. Without support from members it becomes increasingly difficult to produce an interesting and comprehensive magazine. Brian and I, in the past, have sometimes written 90% of the 'Times'. This I feel is an unfair burden when we have over 400 members of the Centre, the majority of whom are competing on a regular basis. Surely there must be some interesting anecdotes or report on other events than Harewood that members could send to the editor, for please remember that is what I am, the EDITOR of the 'Times', not the writer. Brian and I do not object to writing the occasional article but without a variation of contributors, the 'Times' can become very boring if it comes from only one source. If you feel you would like to contribute, please let me know for I haven't, as some believe, a bottomless pit of articles waiting to fill the 'Times'.

The season is progressing well and our events have all been well subscribed. Once again the August event is over-subscribed with reserves waiting in the wings. As Brian has written in his reply to Andrew Greaves' letter, I do not refuse entries from specific classes, I just do not receive them. The Yorkshire Centre is a democratic and well run organisation and we appreciate input from members but their suggestions must be practical and workable. Please remember not only do you have the opportunity to use the columns of the 'Times', you can write to the committee, attend the AGM or the Classes Forum held annually in November. Ample opportunity we think for you to voice your opinions and help our Centre.

Brian and I have been involved in encouraging Jennie Woodfield in her pursuit of a better results system. We have also introduced her and Andy Stokes to the timekeeper David Clay. They will hopefully be able to get together and by next season we should have a super new results/timing system. Please note that the committee have approved a similar set up to that which Jennie and Andy displayed at the July MSA Championship meeting. It wasn't just a one-off and hopefully something similar will be available in August.

Pat Kenyon





Letters TO THE EDITOR

We do not favour anyone, regardless of reputation writes Brian Kenyon in issue 80 of the Times.

I have a small problem with the first come first served arrangement of the total entry to BARC events (excluding MSA Championship rounds) at Harewood. It does seem logical that the organised competitor who has made an advance commitment both in time and money to an event should get priority. But is this in our best interests?

It is thought by most competitors that being a 'famous name' will almost guarantee an entry at certain high profile venues in the midlands at the shortest notice. If, for example, the leader of the MSA hiliclimb championship, with a 600bhp single seater needs to fit in an event between rounds, to shake down a new development, an unexpected free weekend has arisen, or just for the fun of it, spectators, enthusiasts and competitors are treated to spectacle, insight and a yardstick and challenge only available at these other events.

I would like to see, and compete against more of the stars of hiliclimbing at Harewood, I would like to see powerfull spectacular cars, why should we see the best 2 litre racing cars, 300bhp sports libre Visions, the latest creations from Pilbeam and Gould only once a year? Sure they don't put entries in for June Harewoods in March, but who can foresee how a championship year will unfold?

Harewood is denied the spectacle, becomes thought of as a division two venue, and actually discourages visits by the MSA rounds contenders, because they couldn't get an entry for the previous Harewood to dia! the car in. Yes this is unfair on the fee paying BARC member and after writing this I fully deserve to miss the next Harewood if Graeme Wight Jnr turns up at short notice in his 1000bhp per ton Gould. But I'll copy the best ideas on that car, learn from it's driver's skill, see spectators go home with a story to tell and come back next time..

A SMALL batch of reserved entries, to prevent the merging of classes, favour a crowd pleasing driver, or a ceiling on some classes of very popular but similar cars, could achieve the

publicity our Chairman is trying hard to create. I do not advocate relaxing late entry charges, in fact these could be increased! It may be that the aforementioned championship leader would be found an entry with the system as it stands. If this is the case, most of the above is irrelevant, but we are told there are no exceptions. I realise that this goes against one of the principles of BARC(Y), but I would be interested to know if any other members have a view on this.

Yours etc
Andrew Greaves

BRIAN KENYON'S REPLY TO ANDREW GREAVES' LETTER

When Pat received Andrew's letter, I spoke to him in the paddock at Harewood. My first question was - 'What had he based the letter on?' 'Did he know of people who had been refused?' or had he any knowledge of why the 'famous names' didn't come to Harewood. I gathered that his ideas were based solely on supposition, and although Andrew was happy with my explanation, he and I agreed that it might be best if his letter was published as others may be thinking on similar lines.

The facts are:- It has long been BARC Yorkshire Centre policy to accept entries on a first come, first served basis. The reason for this is that it is the fairest system that can be adopted by any club. It means that someone new to the sport can be encouraged by receiving an entry and not pushed aside by a 'famous name'. We think any other system is fraught with favouritism and open to abuse. That others adopt a different policy than first come, first served is their prerogative.

To pick up Andrew's point on helping a 'famous name' to shake down his car, we just managed to squeeze Roger Moran in to our May Sunday event without having to throw some unfortunate competitor out despite the lateness of his entry - so you see, we do try to help. No MSA Championship or Leaders contenders have been refused entries at Harewood, so we do not deny our spectators / enthusiasts, the spectacle of seeing them compete. They just do not enter our events - why?

Everyone would like to see the top contenders more regularly at Harewood. Having spoken at great lengths with many of the leading contenders, it is apparent that they are overloaded with events on the Midland and MSA Championship scene.

There is no time or money left for the occasional Harewood.

That Harewood is perceived as a second division venue is extremely unfair. It is among the top two tracks in the country. Regarding drivers entered and the quality of drivers, this is completely out of the hands of the Club. We can only accept the entries we receive.

If we were to limit popular classes, our events would be under-subscribed. To refuse entries would be ridiculous. The reason why many classes are under-subscribed is not that they are legislated against, it is because she does NOT receive entries in these classes. It is a sad fact of life that from Class A onwards, our entry levels are sparse to say the least. We would like to see these people, but we cannot make them come.

It is impractical to keep a small batch of reserve entries other than when our events are full. You cannot keep people hanging on to the last minute in the hope that they may receive an entry only to be told they are not wanted, we have received a late entry from a 'famous name'. This will create a mountain of ill feeling.

Dear Pat

In my view, for what it's worth, which may not be much, four magazine a year are insufficient for a club of the BARC Yorkshire centre's size and standing. The cry will of course be that more cannot be afforded, to which I would answer that the club cannot afford not to publish more.

A magazine is a motor club's lifeline, particularly during the winter months and for those far away from Harewood. The club is buoyant, and there is much to discuss, so let's have a 'Times' at least every two months. I will play my part in filling it and there must be many closet writers amongst the club's membership. A healthy and regular magazine is a motor club's barometer, so how about it?

Regards
Peter Herbert

As the 'Times' editor, I agree with Peter's sentiments but we do need more contributors for both hillclimb reports and other articles.
Pat

EVERY CLOUD HAS A SILVER LINING

Brian Kenyon

Although Practice Day is now consigned to the history books, it must be mentioned that the marshals worked valiantly in their efforts to make the track usable for competition. That they failed in their efforts was due only to the time factor, but everyone within the Club must thank the marshals.

We now have a new system whereby the track is checked on the Thursday prior to the event. You will have noticed that Harewood has been spruced up recently. This is mainly due to the hard work of John Green and Richard Spedding of Jaguar fame and David Dalrymple, your erstwhile Secretary of the Meeting. They have regularly attended to the finer points of the course. Kerbs have been painted, grass at the edges of the track, strimmed and other less obvious jobs have received their attention. That Harewood now looks loved and lived in is due to their efforts.

LETTER FROM A CATERHAM ACADEMY DRIVER

Dear Pat

I just wanted to drop you a line to say a very grateful thank you to you and Brian for being so kind to Deborah and I on Sunday. We eventually were picked up on a low loader at 10.30pm, arriving home at 4.00am.

Your kindness was deeply appreciated, as we were, in the end, unable to get any other food. So once again thank you for the biscuits and cake as well as the tea and sympathy.

I look forward to seeing you again sometime in the future, for the friendly hillclimb.

With kindest regards
Mark Smithers

The story behind the letter

At the conclusion of the June meeting, having loaded their car onto the trailer and tidied things away into the boot, Mark's wife slammed down the boot lid, only to find their only set of keys were in a coat inside the boot.

They rang the RAC and although when the patrolman attended, he was extremely helpful, he was unable to gain access to the keys and his supervisors said that they were not able to offer recovery to Middlesex as it was human error.

They were also members of BMW Assist but they also were unable to help. The upshot of the story is - they finally left Harewood at 10.30pm making it rather a long day for them and their children.

MAY CHAMPIONSHIP MEETING

Sunday 14th May 2000

Brian Kenyon

'SHAKE DOWN'

Sunday 14th had a large number of entries in the One Make classes. First to burn rubber were the Ginettas. No-one could say that Bill Hutchins' G27 V8 is a pretty car but he has made improvements to its appearance. Pretty no but effective it is. The grunt of its 5000cc engine ensured that Bill was always in the 'driving seat'. The smaller engined G12 of Peter Callaghan kept Bill honest throughout the day, he closed the gap on the second runs but was defeated by raw power. These two opened up a 3 second gap over David Robinson's pretty G4.

So popular is the Paul Matty Lotus Championship that they have to restrict the number of registrations and although the outcome is decided on a handicap - based on driver potential, not the car's. Forget the handicap, perhaps it would be fairer to split the class into racing types and road cars for quite naturally, the racing cars are usually quicker. The pretty Type 69 single seaters were quickest up the hill while John Ford's converted Formula Ford Lotus 61 kept a watching brief. Of the road based cars Peter Bottrill's Lotus 26R (lightweight Lotus Elan to you and I) was just quicker than Keith Wilford's Lotus Europa, the car that Keith used so successfully at Harewood in the marque class.

Mike Sidgwick was resting his sports racing Pilbeam and was out in the Morgan class with his +8. Mike, a reserve, just managed to squeeze into the event and made full use of the opportunity. Paul Burry was a firm 2nd. The rumbling V8's were over 4 seconds quicker than 3rd place man Paul Clarke in his Morgan 4/4.

Harrogate driver Ronnie Clayton, in his Triumph TR4A, despite only taking 2 runs clinched victory with a 72.93s. Clive Gimson's third run charge recorded a time of 73.29, just leaving him shy of the older car in his GT6. William Moffatt's TR6 was comfortable in 3rd place.

Championship leader Geoff Goodwin in the MG Midget scored a win and good points for the championship. At the conclusion of the meeting, Geoff was still leading the Championship table. Class 2 had a familiar look with Bobby Fryers in the immaculate Nicholas Smith's Clio Williams

ahead of Sheffield garage proprietor Brian Stone's MkI Escort BDA, while Iain Ball triumphed over his co-driver Adam Warren in their shared MkII Escort. Old technology beat the new when Matthew Riley's Sierra Cosworth headed the Subaru's of Malcolm Pinder and Mark Warren.

Would Dave Banner's Westfield be able to match the speed it had shown the day before when equalling the class record? The answer was soon on the clocks. A new record and as a bonus a bag full of points, and 2nd in the championship. Andrew Stokes in his black and silver Caterham, had to give best to Dave although he was not far shy of the class record, and ended the day in 3rd in the championship. Dale Cordingley in his Caterham was showing promise in 3rd place while Mike Geen was up amongst the 'big boys' in his diminutive engined Dutton.

John Hoyle slipped to 4th in the championship behind Dave and Andrew but he was never headed in the class, his Yorkshire rivals Steven Dunn and Matthew Sutcliffe were unable to get on terms.

Class 6 and 7 were amalgamated, Vini Dobson seems to have sorted his VW while Jenny Woodfield must be left wondering if she is always to be the bridesmaid, 2nd place on 3 events this year must leave her wondering if she can head the VW's. Nearly a second behind Jenny was the Class 6 Mini of Alistair Bowden. Still a little disappointed with the speed of their newly rebuilt car, the Speddings were well in control of Class 8 with Richard just keeping father Haydn at a respectable distance. While John Green in his Fixed head E Type made it an E Type 1, 2, 3.

Tim Wilson's very quick new lightweight full race Caterham was the only car in the class to break through the 60 second barrier - 59.77, three quarters of a second ahead of the two Davids, Newton and Spaul.

Peter Green's Sports Libre Centaur has suffered a spate of broken drive shafts in previous seasons but reliability wasn't a problem in this event. His 63.30s keeping him ahead of the old special saloon - sorry sports libre Maguire Metro of Dave Brewis. In the middle capacity class Jon Waggitt just missed a new record by 0.07s, this easily put him ahead of Les Procters turbocharged OMS. Barry Moignard made the trip from Jersey worthwhile with a back to back victory in the large sports libre class.

Dave Kitching is definitely in tune with the Harewood hill, his victory in the 1100cc racing cars moved him further ahead in the championship FTD stakes. Martin Vesty's OMS was 2nd with Rob Barksfield's Hi-Tech 3rd. The Formula Fords don't seem able to raise enough for a class these days so unsurprisingly they were beaten by the slick shod and be-winged cars of John Moulds and Mick Lancashire. Ben Butterfield exhibited a fine turn of speed in the Leon Bachelier owned Dallara, he was half a second quicker than Trevor Willis who had 'popped in' to Harewood on his way down from the MSA Championship round at Barbon. OMS constructor Steve Owen was 0.12s behind his customer's car. Roger Moran. disappointed with the early season performance of his Atol, also 'popped in' to Harewood to shake the car down. Although not down to the pace Roger is used to in his Pilbeam, his run of 55 seconds secured FTD.

Results

Class	Name	Car	Time
11	Bill Hutchins	Ginetta G27	64.71
12	John Ford (Handicap)	Lotus 61 MX	64.89
13	Mike Sidgwick	Morgan +8	66.47
16	Ronnie Clayton	Triumph TR4A	72.93
1	Geoff Goodwin	MG Midget	71.98
2	Bobby Fryers	Clio Williams	69.20
3	Matthew Riley	Sierra Cos	67.40
4	Dave Banner	Westfield	64.55Rec
5	John Hoyle	Westfield	66.69
7	Vini Dobson	VW	65.85
8	Richard Spedding	E Type	63.75
B	Tim Wilson	Caterham	59.77
E	Peter Green	Centaur	63.30
F+D	Jon Waggitt	Ward	56.51Rec
G	Barry Moignard	Skoda	60.63
H+I	Dave Kitching	Jedi	56.84
9+J	John Moulds	OMS	57.11
K	Ben Butterfield	Dallara	56.79
L	Roger Moran	Atol	55.00
FTD	Roger Moran	Atol	55.00

JOHN ENGLISH

John English had a very heavy fall in the car park at work and in trying to save himself from injury, hit the ground with a sickening thud and fractured the top of his femur.

John was rushed to hospital, operated on and had the bone pinned.

He is expected home by Monday 24th July but will be out of action for some time.

We wish him a full and speedy recovery.

ANNUAL COMPETITIONS

Pos	Name	Points
1=	David Dalrymple	26
	Richard Hardcastle	26
3=	Bobby Fryers	24
	Graham Wride	24
5=	Peter Walker	23
	Daphne Walker	23
	Peter Green	23
	Tim Bendelow	23

These are the top positions after the July meeting

HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

Top Ten

1	Dave Banner	Westfield	4	66.48
2	John Hoyle	Westfield	5	64.16
3	Geoff Goodwin	MG Midget	1	64.03
4	Andrew Stokes	Caterham	4	63.46
5	Dave Kitching	Jedi	1	62.70
6	Dale Cordingley	Caterham	4	57.58
7	David Spaul	Westfield	B	57.01
8	Mike Geen	Dutton	4	56.87
9	Brian Stone	Escort	2	54.47
10	Jenny Woodfield	Escort	7	53.03

FTD Series

1	Dave Kitching	Jedi	I	40
2	Andrew Henson	Ralt	K	25
3	George Bleasdale	Pilbeam	K	22
4	Glyn Sketchley	Jedi	H	21
5	David Spaul	Westfield	B	17

Ladies Championship

1	Jenny Woodfield	Escort	7	53.03
2	Clare Sullivan	Mini	1	42.98
3	Lynn Owen	OMS	K	21.34
4	Brigitte McLean	Westfield	4	19.73

FOR SALE

Caterham 7

1995 - 'M' reg. 5000 miles. 1700cc, sports box, adjustable suspension. FIA roll bar
£10,500 ono

I will donate £100 to Leukaemia Research if this advert leads to a sale.

Contact Peter Whittle on
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More Reminiscences

John Green

The name of the Morgan Sports Car Company has been part of motor sport for almost as long as motor sport has existed. The company, based in Malvern Link, Worcestershire, produced its distinctive three wheelers in the early years of the last century. By 1911, the founder HFS Morgan was competing in trials with some success.

The four wheelers appeared in 1936 and continued the competition tradition particularly at club level. However 1963 saw the Lawrence / Sheppard-Barron plus four take 13th place overall at Le Mans averaging 94 mph. Scrutineers had rejected this car in 1961 as being too old fashioned - Sacre flippin' Bleu! First Morgans, now British beef.

Morgans competed in all forms of motor sport. Nearer home Charles Morgan, grandson of HFS, raced his car against such drivers as John Britten and Chris Meek at Rufforth near York. Morgans found their way into hillclimbing too and there was no more committed enthusiast than one Lawrence Barker Ryan from York.

Lol, as he was known, left school and entered the building trade. World War II arrived and he volunteered for military service. He was to end up in R.A.F. uniform and in the skies over occupied Europe with a Czech squadron. Hostilities over, he returned to the building trade.

Some time later, Lol started his own demolition business, believing that to knock a building down it was useful to know how it was put together. Lol was in what today would be described as the architectural salvage business, long before it became trendy. His premises alongside the River Foss in York had its name "Ryan Demolitions" spelt out with each letter on a chimney pot stood on the wall near the river. Lol's final collection of chimney pots totalled three hundred.

With his business established, Lol could afford to consider motor sport. He had several classic bikes, Nortons and Velocettes, but his competition career began with karts

In 1962 whilst on a demolition job Lol fell about 60 feet, that's about 20 metres to you metric types, and several bits of building fell on top of him. He

was taken to hospital, but, such were his injuries he was not expected to live.

The doctors clearly didn't realise how determined Lol was in everything he did, and that included surviving his serious accident. Although, perhaps a key factor in his recovery was one member of the nursing staff who cared for him. Her name was Hilda, and in 1965 she became Mrs Ryan.

Children soon followed, and the importance of transport to a mother with young children was not lost on Mr Ryan. He dutifully bought his wife a car - a Morgan 414 with the 1600cc engine. Of course, the two seater would not be suitable, so the four seater was purchased.

Ostensibly, his wife's shopping car and a form of everyday transport; Lol soon realised that it might be used for the occasional hillclimb. So it was that WUY 849G, an ivory 4/4 four seater appeared at Castle Howard, Harewood, Baitings Dam and Scammonden. Over the next few years visits were also made to Gurston Down, Pontypool and Doune.

His family always accompanied Lol to events and in the laid back atmosphere of the paddock at Castle Howard I can remember seeing him driving slowly round the paddock towing a plastic sledge with his children on board. The kids would purposely fall off the sledge and then chase after it and try to jump back on. What would the MSA steward say today?

The car was driven to meetings on the road but as Lol's enthusiasm grew so modifications were made, webers, four branch manifold etc., in the search for more speed. Lol's driving style was determined and purposeful, as a study of the accompanying photographs will show. No seatbelts, rollcages or overalls then. On the straight he seemed to rock his body back and forth in an attempt to urge more speed out of the car, rather like a jockey in the Grand National. His determination was to win him the John Bindloss Trophy at Harewood. About this time he acquired a personal registration number 444 LOL.

Even then, safety considerations required the wearing of a crash helmet. However, in the paddock he always wore a white woolly hat. It was never clear to me whether the woolly hat was worn under the crash helmet, or whether Lol was an expert quick change artist because the transformation

from helmet to woolly appeared to be automatic on crossing the finish line.

The quest for even more speed drove Lol to go for supercharging. I don't know who did the conversion, but it wasn't a success. I remember him returning to the paddock at Castle Howard after a run, raising the bonnet of the Morgan whereupon steam, smoke and various noxious fumes were released from the engine compartment. Much to the consternation of some and the amusement of others he shouted "Mechanics, I've sh*t em". I think the webers were refitted.

Towards the end of the 1970's Lol and Hilda's eldest daughter Claire, became interested in horses and became quite a useful showjumper. A horsebox was acquired and events nationwide were contested. This of course, left little time for hillclimbing. "Miladdo", Claire's horse, started to win a few cups, so Lol retired from motorsport to become equestrian team manager. The Morgan resumed its role as everyday transport.

Lol died suddenly in 1984 at the age of 66. Despite the financial problems that followed - Lol hadn't been too keen on the accounting side of the demolition business - Hilda vowed never to sell the car. She owns it still. It has been de-tuned in the interests of economy and re-painted dark red. Her youngest daughter Victoria loves the car and will become the eventual owner. Hilda's new husband, Graham will drive the car at one of the Harewood's driving schools this year, so who knows, perhaps competition numbers may adorn the Morgan again.

A friend of mine lived in the same village as Lol and once said to me "Lol Ryan's the only bloke I know who's drawing family allowance and old age pension at the same time."

Real men these Morgan drivers!

Hilda and Graham have presented The Lol Ryan Memorial Trophy to the Centre. This will be awarded to the fastest Morgan at our events.



Lol driving his faithful Morgan

B.A.R.C. YORKSHIRE CENTRE HISTORY

Tony Hodgetts

Many of the current members of the Centre will only know of its involvement in Hillclimbing Organisation, and Harewood as the venue for Centre activity. Some may even be surprised to know that in past years almost all types of motor sport were in our calendar. Car races, sprints, autocross, driving tests, production car trials, and evening events of all sorts from airline rallies and navigational scatters, right through to gymkhanas, figured in the programme. We even fielded a successful Quiz team, which regularly made it to the higher levels of the Castrol quiz series.

This brief synopsis is intended to provide a framework onto which we can add the reminiscences of as many people as possible who we can persuade to delve into their memories.

Back in 1962 the Harewood Hillclimb was a very small part of the BARC Yorkshire Centre's activities. The August edition of the Circular gave more column inches to the forthcoming Drag Sprint at RAF Church Fenton than to the inaugural Harewood meeting, and it shared billing with the "Stone Trough" sporting trial, the "Night Monkey Puzzle" (of hallowed memory), the Greenwood Cup production car trial and the Scarborough Hillclimb at Oliver's Mount. The announcement of the occasion was so diffident that I append it in full:-

"Regulations are enclosed for a first venture on an entirely new and untried course on Sunday, 16th. September, 1962. This is a hill climb on the farm road at Stockton Farm, Harewood which has been made available through the great kindness of Arnold Burton. The hill is 1,200 yards in length, has seven corners of varying severity and rises about 250 feet. Thus from the competitors point of view we think we have found something which will provide very sporting motoring indeed. Even more welcome from the point of view of some members, the situation is exceptionally pleasant and offers views of the course which we think are unrivalled at any other hill climb in the country."

"The Harewood Hill Climb will start at 2.00 p.m. after practice in the morning and we are confident will be a very pleasant day out for competitors, marshals and spectators alike. In view of the length of the hill and our lack of experience

of this venue we are limiting the entry to a maximum of 75. Of these the first 50 received will be accepted in order of arrival and all other entries will then be held over until closing date. If more than an extra 25 entries are received, these will then be selected at the discretion of the organisers."

"If this event is a success, we hope to run further meetings at Stockton Farm next summer; for the meantime, all members, their families, and friends will be very welcome indeed on Sunday afternoon, 16th. September."

The November Circular reports that "we have been almost overwhelmed with the support received at Stockton Farm, Scarborough and Church Fenton", and predicts "...in the future, sport on the open road will contract very severely ... with this in mind we have slanted our programme in recent years more and more away from the road events to Sprints, Hill Climbs, Autocross, and Driving Tests."

In the December issue (apart from the fact that Allan Staniforth was writing about Speed Events classes), The Circular published the results of 25 events, one of which was held at Harewood!

FOR SALE

Parts suitable for 1.6 K series Supersport.

Inductor/plenum unit complete with fuel rail, injectors and air filter	£100.
8% quick rack	£90
Juno front and rear springs for track/fast road use - unused	£50
Four 13" x 6" yellow cross spoke wheels (Ford centres) with Yokohama A510 tyres buffed to 4mm	£200
Pair standard width lower wishbones	£45
Standard 3.92 diff	£80

Call Dale Cordingley on 01274 733321 (work) or 01943 874183 (home).

JIM THOMSON TROPHY MEETING

Sunday 11th June 2000

Brian Kenyon

'WILD THING!'

Porsche's kicked off proceedings and in the first class Peter Morris was easily quickest. His co-driver Colin Belton had secretly been to the Driving School but he still couldn't find the speed required to keep up with his co-driver or Ian Griffiths' GT3, who was 2nd in class. Colin and Peter's 993 RSR is a very serious piece of competition kit. Last year's Porsche Club Champion Geraint Evans, the Sheffield dentist, extracted the maximum out of his 911 Carrera to head the less exotic Porsche class from Paul Clare's 911T and Stuart MacLean's 924 by 3 seconds.

Entering the Guinness Book of records for Harewood's furthest, longest off course excursion ever was Caterham Academy driver Michael Sherry. Michael attended the Driving School just prior to the event, he remembered his Instructors recommendation that he shouldn't brake before entering Quarry Corner. Elated at getting round the first part of Quarry corner so quickly, he then unfortunately lost the plot and forgot to brake at all. The car stopped just before it entered Collingham. The off course excursion disarranged the suspension and tweaked the chassis. Michael, although severely shaken, was unhurt and continued the event when Andrew Outterside bravely offered him his car. At the sharp end of the class Nick Parsons soon got in the groove and rattled off two sub 71s runs, his 3rd run of 70.71s half a second quicker than Lee Huff with Phil Howells just a few hundredths slower. The competitiveness of the class can be gauged by the fact that 2nd to 6th finished within half a second.

Daniel Pinder with his Nova back on song demoted usual class leader Geoff Goodwin down to 2nd. Geoff was unhappy all day with new tyres forced on him when he holed a tyre putting his Midget on the trailer at the previous meeting. It wasn't only the tyre that was deflated, so was Geoff, for with it he could see his chances of winning the championship diminishing. Kevin Barker is always up amongst the leading bunch

in his Peugeot 106 Rallye and just missed pipping Geoff by 0.38s.

Usual Class 2 sparring partners Bobby Fryers and Brian Stone were split by the potent little Elan of Andrew Webber but Bobby was never under threat from the Elan driver and was nearly 3 seconds ahead at the close.

Malcolm Pinder mounted a serious challenge to Matthew Riley's domination of the Road Modified Saloons and Sports over 2000cc. Malcolm ran him close but the Subaru man just couldn't get his nose in front. Southern driver Jonathan Miles in the Mitsubishi Evo was the only other driver to break 70s.

Despite winning by nearly a second, Dave Banner was less than impressed with his own performance, Dave maintaining that he should have been giving the Class 4 record some grief, but he still scored enough points to take him into the championship lead. Andy Stokes took up his usual 2nd position while Robert Bellerby, with a string of 67s runs, was 3rd. That man Mike Geen yet again threatened the 'big boys' with his smaller engined Dutton Phaeton.

John Hoyle opened up a 2 second gap from his nearest pursuer Steven Dunn in the larger Road Modified Kit Cars. The points scored meant he maintained his 4th place in the championship.

There's life in the little Mini still. Alistair Bowden's example was 2s quicker than the similar car of James Little in their Class 6 tussle. Class 7 had a familiar look about it with Vini Dobson's VW a timing strut in front of Jenny Woodfield's Escort. Rounding off the top 3 was Damon Gray's supercharged VW. Simon Bainbridge proved the effectiveness of his Audi S2 Coupe by taking a somewhat depleted Class 8.

Where have all the Formula Fords gone? Once our most popular class, now it is often amalgamated. It's sad to see this once numerically strong and highly competitive class reduced to 3 entries. Only 2 came to the start line but nonetheless you only need two to tango and it was close between Paul Gumbley and Trevor Jackson, 0.08s was Paul's winning margin.

With no Class A or C, the Class B runners were the only cars in the Modified Production categories. Peter Hamilton just can't get close to

his record these days but his Caterham was just too quick for David Spaul's Westfield.

In the small Sports Libre class Huddersfield driver Peter Green in his Centaur had to pull out all the stops when Richard Spedding, sharing the car with Peter, threatened to take the class from the car's owner. Peter did his quickest time of 60.99 which made him top scorer on the day in the Harewood Championship. In Class F & G which were amalgamated, Les Procter headed the class with a 62.97s in his turbocharged OMS sports car.

Dave Kitching's first run in Class I was quick enough to take the class, which was fortunate for the Jedi driver as it all went pear shape afterwards as he continually threw the car at the scenery. Martin Vesty, although close on the first runs, failed to capitalise on Dave's uncharacteristic wildness and remained 2nd. Last years championship winner Glyn Sketchley in his 500cc Jedi was up among the 'big boys' with a super run of 58.32 which not only gave him 18.33 for the Harewood Championship but 3rd FTD behind Dave and Martin. To round off the Racing Car classes Matthew Pinder took Class K and Stewart Giles had no-one to play with in Class L.

Results

Class Name	Car	Time
14A Peter Morris	Porsche 993RSR	64.87
14B Geraint Evans	Porsche 911	67.75
17 Nick Parsons	Caterham 7	70.71
1 Daniel Pinder	Nova	71.89
2 Bobby Fryers	Clio Wilkiums	69.21
3 Matthew Riley	Sierra Cos	67.23
4 Dabe Banner	Westfield	65.01
5 John Hoyle	Westfield	65.59
6 Alastair Bowden	Mini	68.06
7 Vini Dobson	VW	64.92
8 Simon Bainbridge	Audi S2	65.78
9 Paul Gumbley	Van Diemen RF87	68.74
B Peter Hamilton	Caterham	60.74
E Peter Green	Centaur	60.99
F+G Les Procter	OMS	62.97
H+I Dave Kitching	Jedi	57.58
K Matthew Pinder	Vauxhall Lotus	58.34
L Stuart Giles	SRG Mk1A	69.42
FTD Dave Kitching	Jedi	57.58

WANTED

Back Issues of Autocourse

I wish to fill in some gaps in my motor sport knowledge of the '75, '77, '79 & '81 GP seasons. Niki Lauder's first & second titles; Ferrari's last championship with Jody Scheckter & the winner of the '82 title (told you there were some gaps).

I would like to borrow / loan a copy (of one or both) for a short while. Can anyone help out?

Tim Bendelow 01423 340594

Harry Mason at 80



There are no white-knuckle rides quite like this. Cas Smith, at the controls of the single-engine, twin-seater stunt plane, said he would take us into a dive so as to gain speed before climbing vertically into a loop-the-loop.

Precisely what happened next became a bit confused, but very soon fields, houses and roads were making a totally unexpected appearance where the sky should have been. And then they were back below us again and Cas said: 'Do you want to do it again?' and having already shouted 'Wow!' I said 'Yes please.'

Riding a big dipper is profoundly alarming, but the same experience which makes your fellow passengers scream is repeated time and time again, and the knowledge of this has allowed me the comforting thought that big-dipper cars hardly ever fly off the rails and kill everyone on board.

A small plane doing the loop-the-loop, however, is not following a well-constructed track. At any moment the engine might fail, the pilot have a seizure, a wing fall off or something very crucial suddenly snap. And then it would be curtains. These were the thoughts going through my head as I sat beside Cas in order to experience the particular kind of thrill which attracts Harry Mason to aerobatics.

But Harry is a bit older than me. He is 80, and his message to people who think that because they are 70 or so they should be slowing down a bit is: 'Don't give up.'

In September he will enter his first aerobatics competition, and with Cas is working on his routine. It will consist of a loop, a stall/turn which means climbing too steeply for the engine speed to cope with so the aeroplane flips over - a half loop with a roll out on the way down, a steep 270-degree turn and a roll to finish with.

Cas told me: 'He is very modest and will tell you he doesn't think he can do it, but at the first try he did fine.' And he was right: Harry Mason had told me he wasn't sure he could do it. This is a man with a friendly, self-effacing smile whose reluctance to be featured in this article was only overcome by the assurance that its purpose was to show that reaching retirement age is not the end of the road. 'That's all right then,' he said. Harry wanted to fly from earliest childhood; he made model aircraft, collected newspaper cuttings of great aeronautic achievements and dreamed of the day he would be a pilot.

At the outbreak of war he immediately joined the Auxiliary Air Force, and then, enlisting with the RAF, he thought his moment had come. But he failed the stringent medical test because his left eye was not up to standard. So he joined Ground Crew and serviced airframes - and as the shortage of pilots got worse he hoped the medical test would be relaxed sufficiently to let him fly. But he never did pass it. After the war he and his two brothers, Richard and Dennis, joined their father's insurance broking firm and affable Harry, the middle brother, kept the peace when family disagreements threatened. Outside working hours, he took up motor sport in his MG TA open sports car. Rallying, hill climbing and speed trials then took up all his spare time and nearly all of his money.

He married in 1953, his wife Barbara sharing his interest and often taking part as his navigator. For 27 years he was on the committee of the Yorkshire Centre of the British Automobile Racing Club, and Barbara provided all the annual awards it handed out. In 1954 he and Alan Stross were fourth in class in the Alpine Rally, one of 37 finishers out of 88 starters - but his longing to fly was undiminished, so the following year when he saw that a flying scholarship was being offered by the Yorkshire Aeroplane Club at Leeds-Bradford Airport he took the aptitude test - and won it.

He had his first lesson in June, and three months later he had his private pilot's licence. 'I was in a hurry,' he explains. Retaining the licence requires an annual medical test up to the age of 70, and then one every six months. Four years ago, his licence was altered, requiring him to fly with a 'safety' pilot as a precaution should he be taken ill while at the controls. 'I heartily agree,' he says. Nevertheless, he found flying around with a co-pilot rather boring. And that was how he discovered aerobatics.

His first attempt was in September, 1998,, and he was an immediate convert. 'I couldn't believe anything could be so wonderful' he exclaims. And he was surprised at how easy it was. His preferred aircraft is the US-built Pitts Special bi-plane which Cas Smith collected from the factory, flew 2,000 miles to the coast and shipped to this country. It is very powerful and very manoeuvrable, but the size of its engine and its tilted stance when on the ground prevent its pilot being able to see directly ahead, so he must zig-zag while taxi-ing, and landing is very tricky indeed.

Cas looks after this end, but once in the air, 80-year old Harry Mason is in his element; now that he has given up motor sport - too expensive - aerobatics delivers everything he wants. And unlike skiing - he was doing it in the Austrian Alps earlier in the year - he doesn't have nearly so far to go to indulge in it.

Produced with the courtesy of Yorkshire Post Newspapers- article written by Stephen Biscoe

PADDOCK PRATTLE

1999 Harewood Champion Glyn Sketchley won a day at the driving School at the Annual Dinner and Dance. Glyn kindly donated it to his girlfriend's brother and Glyn decided to come and watch his progress.

Just before lunchtime, Glyn decided to leave. The call of nature drew him to the facilities at the top of the hill and when he came out, he found his Daewoo hire car door had locked itself. Unfortunately Glyn had left the engine running. The instructors and marshals are very poor car thieves as they couldn't open the car door.

Thank goodness for mobile phones. A quick call soon had one of the emergency services on site and Glyn could return to Leicester.

Richard Casey's season in Bobby Fryers' MG Metro was unfortunately curtailed after the first meeting. At work Richard badly damaged the ligaments in his ankle after missing his footing.

The upshot of the accident was Richard was unable to drive but he is hopefully on the way to a full recovery and he has entered the August event.

One of the MSA entrants, who shall remain anonymous, was flying a model plane in the Caravan and Motorhome Park when unfortunately he lost control and the plane crashed into the trees by Harewood Avenue.

One shudders to think what would have happened if it had made its way into the road.

Who says motor racing is dangerous?

DATES FOR YOUR DIARY



DATES FOR 2000

6th August
Harewood Hillclimb
MONTAGUE
BURTON TROPHY

31st August
DRIVING SCHOOL

9th September
Harewood Hillclimb
GREENWOOD CUP

10th September
Harewood Hillclimb
CHAMPIONSHIP
FINALS

18th November
ANNUAL DINNER &
AWARD
PRESENTATION

MEMO

ARTICLES

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

12th August 2000 please.

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2000 Dinner Dance
Saturday 18th November
Culton Hall Hotel
Book your room early to
avoid disappointment

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**PLEASE -
NO LATE CALLS**



I would like to remind everyone to
make any phone calls concerning
the Yorkshire Centre and Harewood
BEFORE 7.00pm please