



BARC

YORKSHIRE CENTRE

AUGUST/SEPTEMBER 2000

Issue No 82



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CHAIRMAN'S LETTER



Dear Member

Another season complete! I must be getting old because they seem to go faster each year

The Committee has some plans for the hill over the winter which focus on Spectator comfort and entertainment. Also we continue to develop our new timing system to couple up to the new results package

A big plea from me - Please book your table for the Dinner Dance and reserve your room early

We want to make this a bumper year and with no RAC Rally clash I am hoping to get a good turnout

See you there

SIMON N CLARK
CHAIRMAN

IN FUTURE ISSUES OF THE 'TIMES'

September 9th & 10th event reports

List of Championship & Annual Trophy winners

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

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

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

Annual Dinner Dance & Award Presentation

Culton Hall Hotel

Culton, N. Leeds

Saturday 18th November 2000

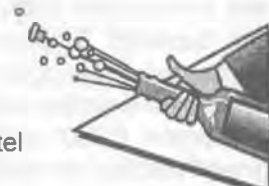
Tickets £29.00 each

From Carol Wride 0113 258 0274

Application Form enclosed

Accommodation available at the hotel

£95 double b&b, £85 single b&b



SUMMERTIME BLUES

Peter Herbert

There was something vaguely spooky about Jenny Woodfield's new timing display screens, being placed next to Stockton Farm's shower room, and the subsequent onset of heavy rain for Harewood's biggest meeting of the season. It was as if one triggered off the other. A move to the more temperate confines of a nice warm kitchen would perhaps reverse the inclement Yorkshire summer weather for the August event.

Sunday morning conditions were foul, with low cloud, unrelenting precipitation and a waterlogged track. Those unfortunate enough to be in an open car, and brave enough to tackle final practice, were rewarded with a very wet race suit as they aquaplaned through Chippy's beneath a watery bow wave. But things brightened up a little as the day wore on, and although never tropical, at least slicks could be worn before late afternoon.

First to appear on those new screens were the protagonists in Road Modified Saloon and Sports cars up to 1400cc. Hill Championship front runner Geoff Goodwin set the pace in the Midget, a convincing 4.72s clear of Mark Warren's Peugeot 205. The frog eyed Sprite of Robin Johnson was a close third, narrowly ahead of Clare Sullivan's Mini.

The 2 litre division saw Keighley's man about town Bobby Fryers power the Nicholas Smith Clio Williams to a 1.88s win over Brian Stones' Escort. David Slinger was a game third in his XR2.

Modified production Cars excluding Kit and Replicas up to 2 litres hit the hill next and it was the black Golf GTi of Vini Dobson that shrugged off the attentions of Neil Stokes' Astra for a 1.3s victory. Resisting the temptation to hack her way to the top of the leader board, Jenny Woodfield drove circumspectly to third place in her first experience of her Escort in the wet.

The first of the RAC MSA classes saw the sole 1400cc runner and the 2 litre class merged, and it was Welshman Hefin Davies who left the locals in his wake with the immaculate Clive Kendrick prepared Caterham Superlite. Practice leader David Newton ran him closest, 1.04s down with his Westfield, while David Spaul's similar car held off Tim Wilson's new Caterham RS500 and Peter Herbert's smaller engined Westfield for third place.

A well supported Road Modified Kit and Replica up to 1700cc was the scene for Dave Banner's successful defence of his Hill Championship lead, the neatly conducted Westfield 1.31s quicker than Dale Cordingley's Caterham. But it was Mike Geen's amazing 1360cc Dutton that was the class star, holding second place after the first runs and being pipped by Cordingley by a scant 0.02s after the second. Andrew Stokes led the pursuit in his Caterham.

Scott Moran's Caterham topped the over 1700cc division, a fine drive seeing off Steven Dunn's Westfield to the tune of 2.57s with John Hoyle's Westfield a very close third.

Settle Son of the Soil Richard Hargreaves was never troubled in the Road Modified Saloon and Sports over 2 litre class, the yellow Lancer EVO5 almost 5 seconds faster than Jon Mark's Impreza. Steve Campbell was a spectacular third in the Sunbeam Lotus with Don Tooby's tidy Lancia Delta fourth.

The Modified Production Cars excluding kits & replicas over 2 litre class saw the Audis of Keith Murray and Simon Bainbridge do battle for honours, with Murray's Quattro Sport putting its power down to better effect to beat the newer S2 Coupe by 1.43s. The monthly Jaguar battle was resolved in favour of the Spedding family E Type, with Richard and father Haydn split by John Green's version. A merged over 2 litre Modified Production and Sports Libre class was resolved in favour of Dominic Duroux in his Audi Quattro, mainly because he was the only survivor of a five strong field.

Hillclimb Super Sports, known still as Clubmans to old timers, produced a large entry and close battle that was resolved in favour of Paul Lord's Mallock, 1.78s up on Scottish hot shoe Kevin Tawse in his version of Arthur's handywork. Simon Moyse raced his Mallock into a very close third, with the ever chirpy Mark Goodyear a game fourth in the Vision shared with wife Ann.

Andy Bougourd emerged the winner of the 1400cc Sports Libres, the Channel Islands based Mallock driver overhauling Peter Green's Centaur on the second run when the hill regular and early leader visited the cheap seats.

Flying fireman and dispenser of previously owned TVR's, Jon Waggitt capitalised on his guest drive in Bob Dayson's Ward by taking a cool 9.26s

win in the 2 litre division from his co-driver as the car's creator Joe Ward looked on proudly. An excursion at Quarry spoilt a late charge from Tom New, relegating the yellow Vision to third place, narrowly ahead of Les Procter's OMS.

Defending Harewood Champion Glyn Sketchley saw off a class field to win the first of the single seater classes, the 500cc Nova Jedi made to work hard by Mr Jedi, John Corbyn, in his own version of the marque. Jon Reed led the pursuit in the 600cc example, whilst Ian Cruickshanks got his 600cc OMS in amongst the Wellingborough stable's projectiles.

A twenty one strong 1100cc racing class saw early leader Rob Barksfield's Hi Tech fade away as Gary Hill got into his stride. But only 0.46 slower than the OMS was Dave Kitching's home brewed Jedi, demonstrating once again the Yarm driver's enormous talent. Nationally rated quick men Mark Budgett, David Oldridge, Martin Vesty and Ian Chard ate his dust.

Basil Pitt, sliding his Ralt in spectacular fashion through Willow, overtook John Moulds' OMS to clinch 1600cc honours, though only 0.14s separated the two. John Jones occupied third place with the Jedi T55.

A fine 2 litre scrap was eventually decided in favour of Midland Champion Trevor Willis in his rapidly improving OMS- Vauxhall. His first run time earned the former multiple Triple C Champions a place in the opening top twelve run-off, and he made good use of it to set ninth quickest time. Just 0.43s behind Willis was Russ Pickering in the ex-Peter Harper Vision. He too was a first top twelve run-off qualifier although he was to finish outside the points.

Ben Butterfield has come a long way in a short time from his Mini days and was quite sensational at the helm of Leon Bachelier's Gould Dallara. Class leader in the wet, and fifth fastest qualifier for the first run-off. Ben finished a fine seventh for British Championship points and third in class, a mere 0.35s shy of the vastly experienced Pickering.

British Championship leader David Grace topped the unlimited class in the red Gould Ralt, but Graeme Wight Junior was right in his slipstream, 0.34s slower in the amazing sounding Gould GR-V6. Roger Moran's Pilbeam was a further 0.47s astern.

The first run-off, held well into the afternoon on a drying track, saw Roger Moran take control, a gutsy ascent eclipsing Gracey by 0.29s with Graeme Wight Jnr serving notice of things to come with a climb within half a second of the champ.

The second run-off, held late afternoon on a dry track, was a cliff hanger. Final qualifier Tim Mason went first, and a typically committed drive saw the Gould break the beam at 53.98. Car after car failed to get even close to Tim's time, then Roger Moran powered the MP72 up in 53.95s. Now it was Juniors turn and carrying awesome speed through the turns the young Scot stopped the clock at 53.63s.

Meanwhile, there was high drama in the Grace camp as Ian Dayson battled to replace a broken driveshaft suffered by co-driver Alan Thompson as he let in the clutch. Just in time, Young Mr Grace was able to take his run, but over enthusiasm into orchard saw a big twitch, and when the big V8 screamed out of Quarry 54.05s was only good enough for fourth place, narrowly behind a delighted Mason

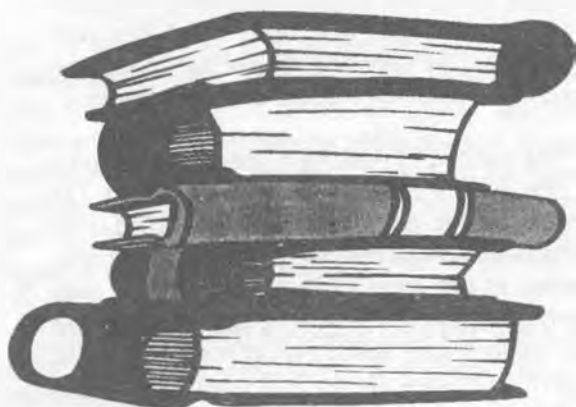
So what started as the July day from Hell ended in an enthralling climax, and the determination of the event organisers and dedication of the soaked marshals cannot be understated. They deserved so much more from a British summer.

RESULTS

Cl	Name	Car	Time
1	Geoff Goodwin	MG Midget	76.91
2	Bobby Fryers	Clio Williams	71.53
3	Richard Hargreaves	Mitsubishi EVO5	67.99
4	Dave Banner	Westfield	67.95
5	Scott Moran	Caterham	66.18
6+7	Vini Dobson	VW Golf	68.52
8	Keith Murray	Audi Quattro	64.41
B	Hefin Davies	Caterham S'light	62.56
D	Paul Lord	Mallock Mk17B	61.59
E	Andy Bougourd	Mallock Mk20/21	64.30
F	Jon Waggitt	Ward WD9V	59.00
G+C	Dominic Duroux	Audi Quattro	80.64
H	Glyn Sketchley	Nova Jedi	63.42
I	Gary Hill	OMS SF98	58.76
9+J	Basil Pitt	Ralt RT3	59.58
K	Trevor Willis	OMS SF2000	58.02
L	David Grace	Gould Ralt GR37	54.14
FTD	Graeme Wight Jnr	Gould GR-V6	53.63

LITERARY REVIEW

Peter Herbert



RACERS

By Richard Williams

Published by Penguin Books £8.99

Like me, you probably loathe the commercial hype, naked ambition, aggressive self-interest and transparent deception that is modern Grand Prix racing. And yet, like me, you still find it compulsive. If so, 'Racers' is arguable the best book you will ever read on the subject.

Richard Williams is a professional writer and it shows. A former editor of 'Time Out' and the 'Melody Maker', and now with the Guardian, his craftsmanship with words is only matched by his wisdom and perception.

By carefully observing a Grand Prix year, 1996, Williams gets behind the public facades of the key players and reveals their strengths, motivations and weaknesses. Damon Hill's inner turmoil, Jaques Villeneuve's street-wise self-belief and unconformity and Michael Schumachers awesome, yet not infallible talent are all explored as are the backgrounds and characters of the mechanics, designers and team owners.

Williams is clearly as fascinated by the world wide Formula One circus as the rest of us. But without losing his sense of motor racing history, and retaining a healthy distrust of bullshit, he uses his journalistic access to the rarefied atmosphere of the Grand Prix paddock to tell us the truth.

STRICTLY OFF THE RECORD

By Louis T Stanley

Published by Salamander Books Ltd

£18.99

Subtitled 'Grand Prix Controversy and Intrigue', Louis Stanley's large format work tells of a more romantic but much more hazardous period of Formula One racing from a very personal perspective.

'Big Lou' was for many years le patron of BRM. An outspoken and controversial figure, he rules his racing team with wife Jean in an autocratic, yet not unbenevolent style, and his experiences and insight make fascinating reading as in turn he remembers those who enriched the sport of motor racing, warts and all.

The authors detestation of the passing of Grand Prix racing as a sport, and the sanitisation of great racing circuits in the name of safety, appears at odds with the work he did to establish the Grand prix medical Service that introduced a mobile hospital to all Grand Epreuves. However, despite his eccentricities, Stanley appears sincere.

A genuine love of the sport somehow fights its way through the author's frequent invective and the black and white photographs add a period feel to the book. However, the picture of Lorenzo Bandini's burnt body at Monaco is macabre and unnecessary.

This is a very readable, if slightly weird book, written by someone who clearly has much to get off his sizeable chest.

PROTECT YOUR CLASSIC

Brian Kenyon

Leaded petrol is not dead. Many enthusiasts of classic cars rushed to protect their engines by fitting hardened seats, new valves and guides, but there is a cheaper alternative - leaded 4 star is still available.

A list of all petrol stations stocking the product is available to all you surfers on www.bayfordthrust.co.uk.

I'm not on commission but we must support this initiative for without support it could be lost forever.

Letters TO THE EDITOR

Dartington
Devon

Dear Pat

Having Missed out on the July meeting it was good to see the ongoing improvements to the 'Hill'. Nice smooth tarmac now at the entrance to the venue, new tarmac at the paddock entrance, newly painted toilet floor and the high tech results room, the only thing missing now is a full tarmac paddock a roof over our head and a wind break!

If you scan through the program for any event you can see that competitors come from all corners of the country - we have a round trip of around 700 miles and it's well worth the effort.

I would like to endorse Brian's reply to Andrew Greaves in the May to July issue on the acceptance of entries. As a competitor, getting entries in early and having confirmation of acceptance by return allows me to plan the season, arrange days off and staff cover for my business. If I were only to receive a confirmation of receipt for my entry and then have to wait until 1 or 2 weeks before the event to find out if I had been accepted as a 'worthy' competitor it would cause me great problems. If my entry was rejected it would leave me no time to enter for another event running on the same weekend, alternatively I would have to enter for multiple events on the same weekend and run the risk of being accepted in more than one event! Please leave it as it is.

Sincerely
Ken & Kevin Barker

BK's Note: Thank you for your support for what is, after all, Club policy. It appears the committee think I exceeded my authority (what authority?) in replying to the letter but as they do not keep the membership informed, my reply is better than no reply at all.

Dear Pat

Thank you for the latest 'Times' received today, which is avidly read by both Jamie and myself. Peter Herbert's letter in this issue is quite correct with regard to judging the Club news magazine with a healthy club. The Editor has a huge task informing the club membership and continuing to stimulate their interest.

It's a hard job indeed to do virtually single handed, as I have had this task when I was Chairman and Editor of the Longton & DMC mag. As an editor you find from time to time there is a small group who will help you re Peter Herbert who finds it so effortless putting pen to paper and also your hubby Brian with his vast experience of motor sport as a competitor and organiser.

Others think from time to time they have a story or snippet of interest, but either can't be bothered or just simply lack the confidence in writing. I know Pat is a past master at correcting spelling mistakes or re-wording what is in the writer's mind, so please don't be shy and have a go.

There are many subjects on which you can put pen to paper. Have you made a trip to other events or countries (ie Allan Staniforth to judge Racing Car Construction in the States). Pleas for help with problems to the competition car and is there anyone in your area who could help.

What about competitors fortunate enough to run two cars in competition and how the cars differ in driving techniques (Mike Sidgwick and Les Procter). Haydn Spedding on the history of his fabulous E Type. What about Dave Banner and Andrew 'Baggy Pants' Stokes on how to get the best out of a Westfield or Caterham?

The list is endless if you sit down and give it a thought - so come on, give Pat and Brian a rest and let's fill the next edition of the 'Times' with articles you have submitted.

Jerry Hylton

Jerry's Observations

Last year's FTD Champion, Jamie Hylton has had to forego competing this year, as in May he started to learn to fly a helicopter. By the time you read this article he will have passed his Private Pilots Licence - all in three and a half months.

Jamie feels that if he had enrolled for the Harewood Driving School he would have brought his time down to a record three months!!

If funds allow, the next stage is to gain an Instructors and Commercial Licence and if someone would buy his successful Malan, he may then be able to compete on the odd occasion and see his old pals back at Harewood.

Whether it has been noticed or not, his 'Old Man' Jerry, who usually handles the microphone in the commentary 'Sweat Box' has been missing since the National event. Jerry was admitted into hospital for a new Rose Joint to be fitted in his hip, but because of carburettor breathing problems (remains of a cold), was slung out. He was somewhat miffed having given half an armful of blood (non returnable) and not being able to join the elite Allan Staniforth and Barry Whitehead Over Sixty Rose Joint Club.

Unfortunately the surgeon will not listen to postpone this suspension modification and he will now miss the last two September meetings

Eds note: Jerry was admitted to hospital on 17th August and hopefully all has gone well.

FOR SALE

END OF SEASON SALE

1993 Renault Clio Williams

Sodemo built engine with Sadev 6 speed dog box with LSD

4 plate paddle clutch and much, much more finer details.

Prepared and built by Harlow Motor Sport and maintained by Nicholas Smiths of Skipton to a very high standard.

Immaculate inside, outside and underside. Wheels and tyres of all descriptions with a van load of spare parts and body panels.

Set up for hillclimbs and sprints on Leda suspension but could be easily converted for race or rally.

An instant class winner.

MG Metro 1380cc (ex Pinder)

This car was totally stripped and rebuilt over the winter with 'Racespec' engine and new involute gear box.

Suspension by Stanley Froth.

Hoosier R23 tyres on gold lightweight alloy wheels, with wets.

This car is also in immaculate condition and a class winner.

Both these cars can be bought for sensible prices

**So telephone Bobby Fryers for more information and a haggle on
01756 792485 (work) or
01535 637548 (home)**

ANNUAL SPEED EVENTS FORUM

Sunday 5th November 2000

Old Golf House Hotel,

Outlane, Nr Huddersfield (Jn 23 M62 - exit only eastbound)

Coffee at 10.00am for prompt 10.30am start

Everyone is welcome - come and air your views about classes, events etc.

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

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

Please try to attend, your input will be appreciated. It is also a good end of season social gathering



Sweatshirt
£18



T-shirt
£10

Polo Shirt
£15

Harewood Speed Hill Climb Merchandise



Baseball Cap
£8

Fleece Hat
£7



Harewood Speed Hill Climb Merchandise

Order Form

Name:

Address:

.....

.....

Post Code.....

Tel number:

Item	Price	Size (M?L?XL?)	Quantity	Total price
Sweatshirt	£18.00			£
T-shirt (L or XL)	£10.00			£
Polo Shirt	£15.00			£
Baseball Cap	£8.00			£
Fleece Hat	£7.00			£
Total Price				£

Please make all cheques payable to BARC

Return to Carol Wride

124 West End Drive

Horsforth

Leeds LS18 5JX

MONTAGUE BURTON TROPHY MEETING

Tim Wilson

A full entry was uncharacteristically welcomed to Harewood by fine weather and excellent track conditions. Predictably enthusiastic driving ensued, the marshals being kept busy recovering the errant cars and competitors had to contest the placings over 2 rather than the customary 3 timed runs.

The first competitive runs of the day saw the welcome return of the Ferrari Owners Club, many prepared for the stiff competition by a Hillclimb School dedicated to the Italian marque the previous day. The tuition proved valuable in many cases, but costly to class record holder, Jon Goodwin, whose 355 sported front end damage inflicted by the Willow hedgerow. It failed to restrain the Staffordshire driver, who had already created a stir arriving by helicopter, as he proceeded to carve another half second of the record. The contest for the runner-up slot was a close one, led initially by Robin Ward's enthusiastically driven 308, but Nick Frost used the School tuition to good effect taking 3 seconds off his personal best to snatch 2nd place in his 348. Having being deprived of the class record in May, BARC Chairman Simon Clark was off the pace in 5th, heading British Hillclimb champion David Grace who had flown back from Saturday's Craigantlet to share Richard Baker's 308.

In the opening Harewood class Geoff Goodwin was never challenged, following the early demise of Daniel Pinder. Engine problems on the first run led to the low slung Nova going home behind a tow truck ... again! Bobby Fryers couldn't match his usual pace in the 2 litre class but still managed to bring the Clio home over a second clear of Brian Stone's slightly older Mk1 Escort. Neil Armstrong made his trip from Southampton worthwhile, quickly adapting to the Yorkshire hill to win the unlimited class in his Mitsubishi Evo 6. The Imprezas of Harewood regulars Mark Warren and Malcolm Pinder were demoted to 2nd and 3rd.

CCC Speed Championship contenders also threatened the regulars in the popular kit car class. Andy Stokes' challenge disintegrated along with his Caterham transmission in practice leaving Dave Banner to try to uphold local honour. However despite an opening climb inside his July record, the Westfield driver couldn't catch the powerful Caterham K-Series of Mike Bees, who reset the mark to 64.21 seconds. Dale Cordingley brought

his more standard Caterham K home 3rd with a personal best 66.08. In the unlimited class, regular front runner John Hoyle found good form to close in on Scott Moran's record, his 65.16 climb in the Westfield-Vauxhall over 2 seconds clear of Steve Dunn's Zetec powered version.

The first slick-shod class saw Richard Casey get within sight of Matthew Pinder's Class A record, set 2 years earlier in the same MG Metro, his 64.74 run well clear of Mini mounted Alastair Bowden. The 2 litre class provided closer competition but regular leader Vini Dobson couldn't match his recent form. Jenny Woodfield hurled the Mk1 Escort up the track in 65.14 seconds to snatch her first win and, surely, enough points to retain her Ladies Championship? Richard Spedding returned in the family E-type after sharing Peter Green's class E Centaur in June. Despite a season best 63.62 father Haydn could not match his son, who hurled the big sports car to the top in 63.04 on his first run. A committed second run saw the Jaguar stop the clock quicker still, but no time was awarded as Richard failed to get all the car across the finish line !

Trevor Jackson ran out a clear winner of a small Formula Ford class with a 65.88 best.

The only Mod Prod class was boosted by an influx of Caterham Academy cars, ineligible for the roadgoing class. Class record holder Peter Hamilton used a new set of slicks to good effect, posting his first sub 60 second climb of the season in the Caterham BDH to win the class and challenge his 2 year old mark. Tim Wilson failed to match his early season pace in the more powerful Caterham Superlight R500, collecting runner up spot ahead of Westfield mounted David Spaul.

Tim Elmer ran clear of a small field of Super Sports cars with a 60.54 second run in his Phantom. Peter Green failed to match his season best but an opening 63.37 second run narrowly secured the class E lead from Dave Chamber's OMS. In the 2 litre category Jon Waggitt also ran a second shy of his May record, but a 57.49 final run put the distinctive Ward over 1.5 seconds clear of Geoff Guille's Mallock. The unlimited sports racers were fighting for FTD as well as class honours. Christian Mineeff held the early advantage for both awards.

Despite falling short of his record time, Mineeff secured the class win with a 55.91 opening run in the 3.5 litre SPA Judd ahead of Mike Sidgwick's Pilbeam MP43.

Dave Kitching's amazing Jedi was also a contender for overall placings despite conceding 2.5 litres to the opposition. His 56.62 second opener trailed the big guns, but only just and gave him a clear win in the 1100 race car class. Current Harewood champion Glyn Sketchley found form on the final run to snatch 2nd pace from Martin Vesty, completing a Jedi 1-2-3. The threat from Mark Lawrence's merged class J OMS never materialised leaving an on-form Andrew Henson to narrowly win the competitive 2 litre racing class in the Ralt ahead of the immaculate OMS-Vauxhall of constructor and current holder of the Montague Burton trophy, Steve Owen.

Alan Newton ran unchallenged in the unlimited class but had to fight from behind for overall honours. A full second improvement on the second run snatched FTD for the Pilbeam driver from early leader Christian Mineeff by a mere 0.18 seconds.

RESULTS

Cl	Name	Car	Time
10	Jon Goodwin	Ferrari 355	R65.96
1	Geoff Goodwin	MG Midget	71.53
2	Bobby Fryers	Clio Williams	69.73
3	Neil Armstrong	Mitsubishi EVO6	67.77
4	Mike Bees	Caterham	R64.21
5	John Hoyle	Westfield	65.16
6	Richard Casey	MG Metro	64.74
7	Jenny Woodfield	Escort	65.14
8	Richard Spedding	E Type	63.04
9	Trevor Jackson	Van Diemen RF85	65.88
B	Peter Hamilton	Caterham 7	59.02
D	Tim Elmer	Phantom	60.54
E	Peter Green	Centaur	63.37
F	Jon Waggitt	Ward WD9V	57.49
G	Christian Mineeff	SPA SC358	55.91
H+I	Dave Kitching	DKR Jedi	56.62
J+K	Andrew Henson	Ralt RT3	56.92
L	Alan Newton	Pilbeam MP58	55.72
FTD	Alan Newton	Pilbeam MP58	55.72

TIME FOR NEW RULES?

Although I wish to help competitors with any problems that may arise, it is perhaps time for some new rules governing the acceptance of incompletely filled entry forms.

Other clubs return entry forms which are incomplete and the entry is only accepted when the form is correctly and completely filled in.

This could mean you could be placed on the reserve list or have your entry returned.

PK

PADDOCK PRATTLE

Knackers Yard

Richard Casey, after recovering from his ankle injury, crashed the rapid Merritt & Fryers Metro at Three Sisters breaking his wrist and damaging ligaments. Richard is now worrying about the old saying that 'things go in threes'.

Peter Green is in the wars, he fell on an electrical fitting which damaged his hand quite severely penetrating to the bone.

Phil Price, a regular competitor at Harewood some years ago and renowned engine builder, recently fell and broke his leg.

Simon Clark's eldest daughter Freya, "fell off a pile of bricks I shouldn't have been climbing on in the first place" and broke her arm.

All the above are fortunate that they are not horses otherwise they would have been shot.

But seriously folks, we wish them all a speedy recovery.

Simon Clark - A Pain in the Neck

Simon arrived at Harewood with a severe pain in his neck which, he would have us believe, happened while he was asleep in bed - he'll tell us anything.

Despite manipulation by the Paramedics, Simon was in pain for the rest of the event. Not something you want when you are trying to regain your Ferrari record.

A note for other drivers - this excuse is No 342 in the Drivers Book of Excuses.

New Record

After seeing astronomical revs on his tachometer due to a missed gear, Glyn Sketchley was fearful for the state of his engine.

But all was well as his next run saw him set a new class record in the rapid little Jedi.

So the secret is out, buzz your engine and the record will be yours!!!!

HISTORY OF HAREWOOD - 1963 ONWARDS

Tony Hodgetts

For some reason, all my "Centre Circular" copies for the year 1963 have disappeared (why a complete year I can't think, and if any kind soul has 1963's Circulares I should be most grateful for a sight of them!), so all I can say is that we ran our first National permit hillclimb, a successful appeal for funds went out to complete the surfacing of the hill, and I marshalled at all the meetings. The accounts for the year showed that the turnover of funds had greatly increased. but the previous year's profit had turned into a loss due in the main to the costs of setting up the permanent site.

February 1964 has the Editor looking forward to our first round of the RAC Hillclimb championship in September - only two years after the hill was created. it also has an advert. for a fully modified sprint and hill-climb MG Midget, very successful, for the princely sum of £450 Property of Jenny Nadin, who will be better known to you young things as Jenny Birrell of TOCA fame.

The August issue had MSW noting that whereas before Harewood opened he was posting 850 copies of the Circular, the mailing list had now passed 1500. July had seen the second running of the "Novices Hill Climb", with awards going, among others, to Malcolm Dungworth, Morris Whaley and Miss P.Chadwick. There was also a letter from a new member by the name of J.R.Hardcastle

The September issue contained a photograph of part of the 14,000 crowd (yes, the number of noughts is correct!) who attended the National meeting, and a handsome cover photo of Peter Westbury in the P.99 Ferguson 4-wheel drive, on his way to FTD and his second hillclimb

championship. David Hepworth had taken delivery of a 4.7 litre Cooper Chevrolet.

Moving forward into 1965, the Easter National meeting was oversubscribed with a limit of 130, and any disappointed members were guaranteed an entry for the Arnold Burton trophy meeting. The first BARC Members' Race Meeting at Croft was publicised for 8th. May, and it was suggested that members might like to make a week-end of it with Croft on Saturday and Harewood on Sunday.

The FTD award at the Easter hillclimb was taken by Peter Meldrum in a Lotus 22 with a supercharged engine from an Allard dragster squeezed in, with Peter Boshier-Jones close behind in another Lotus 22, Climax powered. Peter Kaye took the Mini class (which then was not the foregone conclusion it later became), Chris England in a Morris 1100 took Class 2. David Hepworth led the big sports cars with another Chevy engine, surrounded this time by the rather cut-about body of a "big Healey", and Jimmy Johnstone took Class 17 with his Lotus 18. The "highly ingenious Terrapin Min had its first outing" and "gave an impressive hint of its future possibilities".

The issue also covered the "All Fool's Eve" Rally, won by Norman Umpleby who took a class award at Harewood a week later in the same Cooper "S".

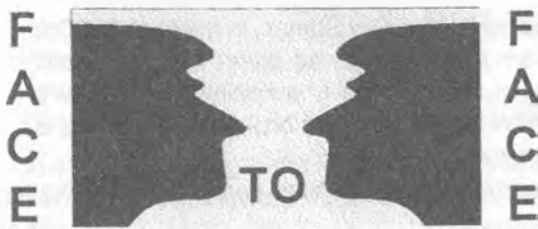
PS. If anyone has any old 'Centre Circulares' gathering dust from the 50's and 60's, I would be very pleased to take them off his (or her) hands, and see if I can make up a complete set for the archives.

GIRL POWER

After threatening for some time, Jenny Woodfield has socked it to the males and secured her first win. I think I am safe in saying that this is probably the first time that a lady driver has won a class since the days of your Editor, Pat Kenyon. All Jennie needs to do now is to build upon this and perhaps she can emulate Pat in holding Class records (not Ladies records) and regularly feature in the championship top ten.



Jennie Woodfield - Photo Chris Seaman



DAVID DALRYMPLE

I first became involved in motor sport as a spectator in my early 20's and went with friends to Harewood, Rufforth, Croft and Oulton Park.

Peter Griffin was one of our neighbours and suggested I might like to come along and marshal with him at Harewood. This would be about 1967. I then marshalled at most of the BARC Yorkshire Centre events, Castle Howard and Scarborough hillclimbs and various one-offs such as Shibden Park at Halifax etc. I also marshalled at race meetings at Croft, Oulton Park, Mallory Park, Silverstone and Thruxton. I eventually became a flag marshal and a pit/start line marshal and also did race information.

I became involved in rallies and after a few years became Chief Marshal with the RAC Rally when BARC Yorkshire Centre ran stages in north Yorkshire - again when Peter was Stage Commander.

At Harewood I marshalled on all the posts and became Observer at the road block and I helped at the start at Scammonden with Huddersfield Motor Club. I then became Chief Marshal at Harewood after Doug Marsden retired from the position and I did this for about 12 years. When the Harewood Marshals Association was started I was one of the founder members and was the treasurer for some time. About 12 years ago I was asked to join the Speed Events Committee and after a few years was elected onto the main committee of the Yorkshire Centre.

After being Chief Marshal I tried my hand at timekeeping at Harewood and decided that timekeeping at speed events was not for me - I think Don Staveley was very relieved!!!

I was a pit/start line marshal at the British Grand Prix for 25 years at Brands Hatch, Silverstone and the Donington Grand Prix. On rallies I became involved in time keeping at the Flying Finish on the Scottish, RAC and Pirelli Rally in Cumbria as well as other local events.

In 1970 I purchased a white MG Midget which I only used in Treasure Hunts and owned for about 4 years. I was Secretary of the north east region of BMRMC from 1971 - 1991.

When I left school I went into insurance and worked for the Guardian Royal Exchange for 21 years as a Security and Safety Surveyor. In 1980 I joined the family firm of Insurance Brokers - W Dalrymple & Son Ltd - in Bradford as a Director. In 1986 we sold out to Clarkson Puckle & Tiley Ltd and after a few mergers and takeovers I was finally working for Aon Risk Services Ltd. Aon are American and one of the world's leading Insurance Brokers. In 1998 I took early retirement.



At present I am Secretary of the Meeting at Harewood, a post I took on from Ivor Pashley when he retired in 1994/95, marshal at the Harewood Speed Hillclimb Driving School. Apart from time keeping at the Flying Finish at the Pirelli Rally, my involvement with rallies is as Judge of Fact on local rallies and Service Observer on the Network Q Rally of Great Britain. Also with John Green and Richard Spedding, this year I have helped tidy up and paint the curbs at Harewood.

Apart from my interest in motor sport I am a member of the Friends of the Settle-Carlisle Railway Line, Keighley Bus Museum Trust Ltd and the National Trust. I have also been Richard Hardcastle's Election Agent for Leeds City Council.

David was awarded the Derek Clark Memorial Trophy in 1989 for Services to the Club.

HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

Top Ten

1	Dave Banner	Westfield	4	84.67
2	John Hoyle	Westfield	5	81.90
3	Geoff Goodwin	MG Midget	1	81.80
4	Dave Kitching	Jedi	1	79.91
5	Andrew Stokes	Caterham	4	77.88
6	Dale Cordingley	Caterham	4	74.05
7	David Spaul	Westfield	B	72.64
8	Mike Geen	Dutton	4	71.97
9	Jenny Woodfield	Escort	7	69.26
10	Brian Stone	Escort	2	68.85

FTD Series

1	Dave Kitching	Jedi	1	50
2	Andrew Henson	Ralt	K	34
3	Glyn Sketchley	Jedi	H	26
4	Steve Owen	OMS	K	25
5	George Bleasdale	Pilbeam	K	24

Ladies Championship

1	Jenny Woodfield	Escort	7	69.26
2	Clare Sullivan	Mini	1	55.40
3	Lynn Owen	OMS	K	34.24
4	Brigitte McLean	Westfield	4	28.17

Exciting Climax

Nottingham driver Dave Banner, in his Road Modified Class 4 1700cc Westfield, heads the Championship table, but now drivers are starting to drop their lowest score Sheffielder Geoff Goodwin, the early season championship leader in his MG Midget, will be pushing Dave hard for the title.

Always up there in a podium position, the 2 litre Westfield of Harrogate driver John Hoyle is handily poised if any of the top two make the slightest slip.

1999 Harewood Champion Leicestershire man Glyn Sketchley, in the incredible 500cc single seater, has enjoyed a record breaking season. Despite missing a round, Glyn is 4th when scores are dropped but he must count a score at a wet round and this may be his downfall.

The hard driven 1100cc DKR Jedi single seater of Yarm chicken farmer Dave Kitching is leading the FTD Championship and is also 5th in the main championship with dropped rounds

counted, while Andrew Stokes, in the swift 1700cc Caterham is the remaining driver with a realistic chance of winning the championship. Andrew's cause was not helped by a broken gearbox at the previous round.

An exciting climax to an exciting season



Dave Kitching - Photo Peter Cunningham

FTD Series

Dave Kitching, with 5 perfect scores to his name, is this year's Harewood FTD Champion, but will he be able to add another perfect score to his total? Now that would be some considerable feat with just 1100cc to play with

In 2nd place all season, Andrew Henson looks safe with 34 points to his name and only scoring at 4 rounds. Third place could be a squabble between the 500cc Jedi of Glyn Sketchley and Mr OMS Steve Owen. Both of them haven't a low score to drop, Glyn counting 4 rounds and Steve only 3, and there is only 1 point between them.

Ladies Championship

Taking into account the level of scoring from the previous rounds, Jenny Woodfield would appear to be home and dry for her 3rd Ladies Championship. Clare Sullivan has fought the good fight but has been outpaced by the flying Escort driver. In 3rd place Lynn Owen has only contested 3 rounds and to realistically be in with a shout, you must contest all the events.

ANNUAL COMPETITIONS

Pos	Name	Points
1	David Dalrymple	32
2=	Richard Hardcastle	30
	Bobby Fryers	30
	Graham Wride	30
5=	Peter Green	28
	Geoff Goodwin	28

These are the top positions after the August meeting

GONE, BUT NOT FORGOTTEN

JOHN GREEN

A chance meeting with Geoff and Liz Peters at Oliver's Mount during Auto 66 Club's Bike Week soon found the conversation turning to hillclimbing. Castle Howard was mentioned and Liz expressed surprise, not realising that the famous Vanburgh mansion had once hosted motor sport. So for today's hillclimb enthusiast who is unaware of Yorkshire's speed event past, I will attempt to provide a brief history of those venues no longer in use.

The information that follows is taken from various books on the history of our sport, two of which, no serious historian should be without. *Sprint*, by T. R. Nicholson, covers speed events from their beginnings around 1899 up to 1939. *Uphill Racers*, by Yorkshire Centre member and former Autosport journalist Chris Mason, is the definitive work on the subject and one of the few books I have actually purchased new at full price! If you haven't got one, get one, and no, you can't borrow mine.

Hillclimbing in the county of the broad acres started around 1902 at Harewood. Not however at Stockton Farm, but the Harrogate to Leeds road at Harewood Bank. The speed limit for the motor car at this time was 12 mph and speeding, or scorching as it was known, was taken very seriously by the police. At this Yorkshire Automobile Club event it is said that plain-clothes policemen almost outnumbered competitors.

The same club next held a speed trial at Wentworth Woodhouse, near Sheffield, in 1903. At the same event in 1904 2nd FTD went to Albert Farnell who was to start the garage business in Bradford that exists today.

Stockton and District AC held a 1174 yard hillclimb at Yearby Bank in the same year. First on efficiency was L. Ropner in a 12 hp Napier. The Ropner family became owners of Croft Circuit and great Jaguar enthusiasts. Pot Bank near Beckwithshaw, Harrogate was used in 1904, the results being recorded by electrical timing and conveyed by telephone. I wonder if an ancestor of Richard Hardcastle was responsible for such an innovation?

1905 saw the North East Lancs AC run a hillclimb at Buckow Brow, Settle, once the main A65, but now by-passed. The Yorkshire AC ran an event at Honley, near Huddersfield and a sand sprint at Filey, Edge's Napier reaching a speed of 71.42 mph. The Land Speed Record at this time stood at just 104 mph, that's the equivalent of David Grace doing about 550 m.p.h. up Quarry Straight. I've knocked a bit off there for the gradient. so come on David, you're not trying!

Speed trials on sand continued in 1906 at Saltburn, still in Yorkshire then of course. This venue continued in use until 1924. As well as Yorkshire garagistes Albert Farnell and Roland Winn, Saltburn saw many great names and great cars of the period. These included Malcolm Campbell, Charles Jarrott, Algernon Lee-Guinness, E. R. Hall, J. G. Parry-Thomas and two of the men responsible for the ERA., namely Humphrey Cook and Raymond Mays. The World's Flying Kilometre record was set here in 1908 at 121 m.p.h. and speeds reached 145 m.p.h. by 1924 with Malcolm Campbell's V12 Sunbeam, one of his early Bluebirds.

1910 at Saltburn saw one R. Wildegose from Pontefract competing in a 1908 Itala. This car still comes to Yorkshire to be looked after by Briardale Workshops of Norton, Malton. The car ran in the 1908 French Grand Prix at Dieppe. It is geared for 60 mph per 1000 rpm from its four cylinder 12 litre engine. I have travelled in its passenger seat, responsible for maintaining fuel pressure with the hand pump, and seen almost 1500 rpm. I did worry a bit about the hand operated, rear wheel only brakes.

Another venue that began in 1906 was Mill Moor Road at Meltham, near Huddersfield. The first meeting here replaced a 1905 event at Honley because of the illness of an old lady living adjacent. Always considerate we motor sport types, what!

Several new venues were tried for 1907. Birk Brow, near Birk Crag on the edge of Harrogate was won by a Stanley Steamer, showing that at this early stage in the development of the motor car, the internal combustion engine did not reign supreme. Briscoe Rigg between Stainburn and

Harrogate was also used. Events were held at Ripley, near Harrogate, Stainborough Lowe, Barnsley; Heyden Bridge on the Woodhead to Huddersfield road and Mirror Hill, also near Woodhead. These events did not prosper, but Garrowby Hill near Stamford Bridge and Greenhow Hill near Pateley Bridge fared a little better.

The North Yorkshire AC's events at Garrowby saw drivers like Raymond Mays, Eddie Hall and Felix Scriven competing. They also had the catering sorted out thanks to Witty's up to date Fried Fish and Chip Saloon (see photo).



Greenhow Hill saw events up to 1923, with a break for World War 1, and attracted mainly local drivers like Farnell, Winn and Eddie Hall, but one competitor of note was Louis Coatalen, the famous designer of Sunbeam racing cars. The marshals seem particularly well dressed here (see photo). I wonder if that waistcoat is flame retardant?

Things took a while to settle down after the



Kaiser War, but by the early 20's new hillclimbs were appearing. Holme Moss on the Holme to Woodhead road was 1.25 miles long with a gradient of 1 in 8, and five comers. Cars were beginning to handle a bit now and straight hills like Garrowby

were not deemed difficult enough. Until it ceased to be used in 1924 competitors included Malcolm Campbell, Archie Frazer-Nash, Henry Seagrave, Parry-Thomas, Raymond Mays and Basil Davenport who competed at Harewood in the 1970s.

York and DMC held a meeting at Sutton Bank on the Thirsk to Helmsley road, with a steepest gradient of 1 in 3.9. Archie Frazer-Nash appeared in his new racer "Kim II". Other new venues included Otley Chevin, the old road not the new A660 of today. Staxton Hill on the Scarborough to Driffield road was used several times before the Scarborough and DMC moved to Foxholes and then Octon a little further south east on the Wolds. Drivers included Mays, Eddie Hall, and Brooklands man Cyril Paul. Ivy Cummings brought along "Black Bess" the 5 litre chain drive Bugatti first owned by WW1 flying ace Roland Garros. Garros was the first fighter pilot to experiment with a machine gun firing through the propeller blades of his aircraft.

Bradford and DMC came east to run a hillclimb on Rosedale Chimney Bank in 1923. The surface was poor - a trials hill really - but Archie Frazer-Nash won the day. The event is said to have attracted one thousand spectators. Events also took place at Legs Cross, 7 miles from Darlington, L. Ropner's 30/98 Vauxhall taking FTD and at Kingsgate Road, Bridlington where a class for tradesmen's vans was included!

York and DMC ran speed trials on the Knavesmire in '24 and '25, the start being the junction of the Mount and Knavesmire Road, the course running towards the racecourse buildings. The Marine Drive at Scarborough saw speed trials in '22 and sand races on the beach. The Highway, Ringinglow Road, Sheffield saw hillclimbs, although the gradient was only 1 in 20. The Sheffield and Hallamshire MC and CC, as it was then, were the organisers.

The era of hillclimbs on public roads was coming to an end and following an accident at Kop Hill near Princess Risborough, the R.A.C. refused to issue permits for public road events. New venues on private land, like Shelsley Walsh, were hard to find and so the number of hillclimbs declined in the late '20's and early '30's. Not to be denied our sport, us tough northerners tried the "freak hill-climb", rather

like trials. The Leeds AC used Post Fell near Armley, steepest gradient I in 1.5. Dalton Bank near Huddersfield was tried (I in 3) and Hepolite Scar near Bradford also I in 1.5.

The only new Yorkshire venue in the '30s was a speed trial in Wetherby Grange Park, alongside the A1 road. This was the home of Sir Ronald Gunter who shared a Lagonda at Le Mans in 1935 with former "Bentley Boy", Dr. Benjafield. The Yorkshire Sports Car Club organised events here from 1934 to 1939, A.F.P. Fane in the Frazer Nash single seater holding the course record when the events ceased. Fane was killed in 1942 when his photo- reconnaissance Spitfire crashed near Cambridge.

Motor sport slowly returned to normal after the war and by 1954 the ANCC had secured the use of a taxing little course in the middle of Catterick Army Camp. This was used occasionally up to 1966. The Yorkshire Sports Car Club revised the Gunter Trophy events from pre-war Wetherby days, but a little further east at Castle Howard, near Malton. Mike Wilson, then BARC (Y) Chairman and many Harewood regulars helped run most of these events and the well known 1 1/2decker bus from Harewood was driven to Castle Howard to act as paddock office. Always held in April and October to avoid the house opening season, weather could be a problem, but the sylvan setting made up for other deficiencies. I competed there in an Austin Healey 3000, my everyday road car at the time, and Mrs. Pat Kenyon, Times editor and Harewood entries secretary held a class record in husband Brian's Austin Healey Sprite.

Yorkshire still had two new venues up its sleeve for the 1970's. The first was at Shibden Park near Halifax and the second at Norfolk Park only half a mile from Sheffield Town Hall. Both venues were plagued by accidents and Shibden was used only once and Norfolk Park twice.

As you can see, Yorkshire has a rich heritage of speed event venues, but history shows that nothing is forever. Whilst it would be unthinkable to lose Harewood, who knows what the future holds. So if you know of a suitable hill on private land that could be used for motorsport then make some enquiries. I'm sure there are plenty of motor clubs who would be prepared to run an event there if the necessary permissions could be obtained, maybe even BARC (Y).

HILLCLIMBS IN NORFOLK PARK, SHEFFIELD

Brian Kenyon

Although in its format and layout, Norfolk Park was always going to be a temporary hillclimb, its demise was due to complaints from nearby residents. This prompted the Council to send down a team with noise meters and, as is usual in these things, the anti-noise lobby won.

For the hillclimb to have continued it would have needed a considerable investment from the Council. The hill was lined by straight faced 9" curbs, just the thing to propel you into the scenery and also to considerably damage wheels if over enthusiasm was to get the better of competitors. Straw bales were also much in evidence as the start straight was tree lined.

At the first hillclimb in 1973, the start was opposite a gate but some bright spark, without consulting anyone, decided to move it further down the park entrance road. You wouldn't get away with that sort of caper today.

HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL 2001

Brian Kenyon

There will shortly be a meeting to set the dates for next year's Driving School programme. They will follow a similar pattern to this year's ie 4 regular schools plus the occasional corporate day.

Don't waste your money on expensive winter rebuilds on your engine and car, spend it instead on a day at the Driving School. The improvement in your performance will exceed your expectations. Unless, of course, you are a Frank Sinatra driver and you prefer to 'do it your way'.

PADDOCK IMPROVEMENTS

Brian Kenyon

Despite making many overtures to committee members last season that the pebbles in the paddock just to the left of the cattle grid should be removed and the area seeded and grassed, nothing happened.

I am pleased to say that this year I have been promised that the work will be undertaken immediately after our September events.

It will be a vast improvement as there is nothing worse than to come off the hill with hot tyres and have sharp stones and pebbles stick to them.

Why competitors haven't approached the committee about this problem leaves me speechless.

DATES FOR YOUR DIARY



DATES FOR 2000

9th September
**Harewood Hillclimb
GREENWOOD CUP**

10th September
**Harewood Hillclimb
CHAMPIONSHIP
FINALS**

5th November
**ANNUAL SPEED
EVENTS FORUM**

18th November
**ANNUAL DINNER &
AWARD
PRESENTATION**

**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

MEMO

ARTICLES

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

7th October 2000 please.

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HAREWOOD SPEED HILLCLIMB DATES FOR 2001

Spring National April 15th

Harewood Open May 12th

May Championship May 13th

Jim Thomson Trophy June 10th

MSA Championship June 30th/July 1st

Montague Burton August 5th

Greenwood Cup September 8th

Championship Finals September 9th

The inclusion of any article in this publication does not imply
that the Club, its Officers, its Editorial staff or any other
member shares any opinion expressed therein



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