



BARC

# YORKSHIRE CENTRE

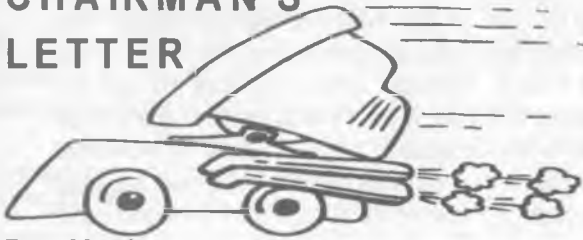
OCTOBER / NOVEMBER /

DECEMBER 2000

Issue No 83



## CHAIRMAN'S LETTER



Dear Member

Firstly, let me remind you of our Dinner & Dance on November 18th 2000. I want to make this a special night, so please book in and lets have a first class turn out. That goes for all of you, Marshall's, Competitors, Organisers and Members past and present.

The winter works are planned and are looking at improving the barrier at Clarks & Orchard and changing the gravel arrangements at Quarry. We are also expecting to lay completely new electrics for timing from start to finish.

High on our future plans is a complete new timing system, which with our RAC Timekeeper David Clay we are developing within the Centre. This will we hope, link timing to the systems Jenny has developed for the Paddock and provide splits and allsorts.

Lastly do not forget the Forum and remember School days make great Christmas presents

Yours

SIMON N CLARK  
CHAIRMAN

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## *Annual Dinner Dance & Award Presentation*

*Cullton Hall Hotel, Cullton, Nr 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

Tel: 0113 282 1000 (mention that you are with the BARC party)



# Greenwood Cup shock! Saturday 9th September 2000

**Tim Wilson**

For the early arrivals, Friday nights barbeque was accompanied by a dramatic red sky heralding the prospect of a fine day's sport. Saturday indeed proved to be a great day of hillclimbing with tension in the classes mounting over four timed runs, records falling and one of the closest contests seen for the Greenwood Cup.

Several one-make classes led the 90 strong entry into an early first run. Ginettas were first on the track with 4 versions of the marque vying for class honours. David Robinson justified his top seeding with a clear win in the pretty G4 from Stuart Harris' G21. John Richards used the power of his Healey 3000 to stay ahead of Stuart Bullas' diminutive 1340 Sprite in the Austin Healey class whilst 3 litre power was de rigueur in the Reliant class, Royston driver Nic Bowman winning by over 4 seconds in his Scimitar GTE.

In the first of the Harewood classes Ken Barker made the trip from Devon worthwhile to head the Class 1 regulars in his Peugeot whilst Mark Warren came from behind in the 2 litre division to win by 0.3 seconds as Iain Balls challenge faded. Regular unlimited front runner Malcolm Pinder managed to stay ahead of single seater-less son Matthew in the shared Impreza, but only just!

Dave Banner continued his season long dominance of the road going kit cars with a 64.16 opening run to retrieve his record, lost in August to Caterham star Mike Bees. Andrew Stokes closed in, finishing 0.87 seconds adrift in the powerful Caterham Vauxhall, just ahead of 'man of the match' Robert Bellerby who wrung a 65.80 best out of the 1400 Sylva. Steven Dunn managed to lift himself out of the runner-up rut to win the unlimited division in the Westfield Zetec from newcomer Bernard Hoggarth who finished a respectable second in his standard Caterham K-series.

2 litre cars dominated the merged Mod Prod saloons, although the early demise of August class winner Jenny Woodfield with an oil leak on the Escort left the way clear for Vini Dobson, the rapid VW driver posting four 65 second runs, all capable of taking the win. A small class of Mod Prod sportscars provided a battle royale between the Caterham Superlights of Tim Wilson and Leaders class winner Hefin Davies. School Instructor Wilson

used his hill knowledge to keep the standard R500 version ahead, a 58.70 second climb breaking Peter Hamilton's 2 year old class record in the process.

Peter Green got the Sports Libre classes underway, although a broken thumb clearly hindered his performance, a 63.70 final run in the Centaur well off his season best while an on-form Les Proctor stormed ahead to take the spoils with a 60.65 run in the Mellors Racing OMS. The unlimited sportscars were joined by a trio of big Mod Prods. Richard Spedding was by far the quickest of these, a 62.15 final climb in the E type establishing a season best for Class 8. However Mike Sidgwick's win was never challenged, steering the powerful Pilbeam MP43 to a 58.44 second best.

The contest for FTD started with the small single seaters. Class favourite and FTD series leader Dave Kitching threw down the gauntlet with a 56.92 opener in the DKR Jedi. Martin Vesty, also Jedi mounted closed in for a safe second in class with a 57.23 run ahead of John Chacksfield's OMS. The shared 1300 Jedi of John Jones and Jon Reed ran clear of the merged Formula Fords in the 1600 class, a 57.74 best by Jones securing the win from his teammate. Johnathen Varley made a final appearance in the March Pilbeam before it changes hands and led the 2 litre class from the outset from the Pilbeams of Ian Thomas and Graham Henson. A consistent Thomas clung onto the runner up slot in his MP52 ahead of Henson's newly acquired and immaculate MP62.

Despite his dominance of the class, Varley never looked like toppling Dave Kitching from FTD, until the 3rd run that is. Varley lopped well over a second off his early pace to upset the form books and deprive Kitching of the Greenwood Cup by a mere 0.8 seconds.

## RESULTS

Class	Name	Car	Time
11	David Robinson	Ginetta G4	68.35
18	John Richards	Austin Healey 3000	72.13
20	Nic Bowman	Scimitar GTE	68.49
1	Ken Barker	Peugeot	74.01
2	Mark Warren	Peugeot 205	73.67
3	Malcolm Pinder	Subaru WRX	68.07
4	Dave Banner	Westfield	R64 16
5	Steven Dunn	Westfield	67.25
6+7	Vini Dobson	VW Golf	65.05
B	Tim Wilson	Caterham R500	R58 70
F+E	Les Proctor	OMS SC2T	60.65
8+G	Mike Sidgwick	Pilbeam MP43	58.44
I	Dave Kitching	DKR Jedi	56.78
9+J	John Jones	Jedi	57.74
K	Johnathen Varley	March Pilbeam	56.70
FTD	Johnathen Varley	March Pilbeam	56.70



Dear Pat

Now that the season is over, just a quick letter to say thanks to all the organisers & marshals involved in the Harewood Hillclimb. Without you, we competitors would not be able to compete.

I would like also to give a thank you to all competitors in Class 4, especially, Brigitte, Peter A, Peter R, Peter W, Robert, Graham & Andy who quickly made me feel welcome in my return to the sport after a few years lay off. Class 4 must surely be the most supported and competitive class, despite the range of car specification (and cost). There is always someone of a similar level to test yourself against. Long may it continue. Years ago I used to turn up on road tyres, having driven 100 miles to the meeting, only to be faced with a collection of slick shod "Touring Cars". The road going classes are a definite improvement, as far as I'm concerned. Finally congratulations on the ongoing improvements to the hill. The new computer results/timing system is a great idea, giving positions, time differences etc. I trust it is here to stay. The general improvements to the entrance & paddock are also appreciated and create an air of tidiness & efficiency over the old potholed surfacing of old.

Now all we have to address is the weather! Happy Christmas. (Dear Santa, please send me some new rear shock absorbers and another 30bhp, thank you)

Yours Sincerely

Tony Hall.

Dear Pat

It's been a long time since my name has appeared in the 'Times', so I thought that I should drop you a line to say that I am now well on the mend. It wasn't so much a fall but crash off the motorbike I was riding. Once again the old story of the bike not being seen by the driver of a car (yes, my lights were on).

I really must try and get back up to Harewood to do the hill next year.

Keep up the good work.

Best regards

Phil Price

Dear Pat

Just the briefest of e-mails to say how much I enjoyed Harewood this weekend.(Sept 9/10)

I arrived very late on Saturday morning as a result of a problem with the car, and it was great to find officials helping to get me signed-on, scrutineered and complete my practice laps very quickly after my arrival (I'm sure some venues would not have allowed me to

## 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



# DAMP SQUIB

## Championship Finals Meeting Sunday 10th September 2000

### Brian Kenyon

The fickle British weather intervened and we were deprived of a dramatic explosive championship final. It had promised to be a real pot-boiler, any of the top drivers could have won. The only positions to change hands were those below 6th, Bobby Fryers, without a score to drop, popped his Clio Williams into the top ten. This pushed David Spaul down to 8th and Andrew Henson, also without a score to drop, squeezed Mike Geen into 10th place.

Colin Belton's superb 933SR took the Porsche P1 and P2 class. Modesty forbids me (almost) to tell you that he was yet another of my Driving School pupils. He put his tuition to good effect, winning by one and three quarter seconds. Like the previous class, a shared car was 1st and 2nd in the less powerful P3 & P4 Porsches, Sheffielder Geraint Evans headed son Ben by over 2 seconds. Stuart McLean trailed Ben by a second to round off the podium positions.

The MG's were next up and now, as is all too familiar, they do not seem to know which class they should be in but when sorted, John Beresford's MGB GT secured the Standard class. Paul Meakin's MGF VVC took the Road Modifieds. Taking time out from circuit racing, James Thacker

won the fully modified section in his aesthetically challenged MG Midget from Terry Pigott's smart on loan MGB V8.

Virtually all the best times in the classes were set on the 2nd runs when the track dried slightly although it was always tricky. Clerk of Course Dick Hooper and his team, along with all the marshals deserve credit for completing the 3 runs, likewise the drivers showed restraint for although there were a few off-course excursions, they were kept to a minimum.

There was a familiar look to the first of the Harewood classes. Leading contender Geoff Goodwin's championship hopes were ended by the damp road conditions. Geoff's MG Midget took control in the 2nd runs after trailing Ken Barker's Peugeot. In 3rd place Daniel Pinder completed the event, which must have been a considerable relief after his Nova's continued mechanical unreliability. He was heard muttering something about engine builders.....

Bobby Fryers in the Clio was given a wake-up call when Allan Templar snatched the class lead on the first runs. The Astra driver, although he improved on his 2nd drier run, was eased into 3rd place by David Marshall's Peugeot 205 GTi while Bobby Fryers came through for his usual win.

Richard Hargreaves, in the bright yellow Mitsubishi Lancer EVO5 only bothered with 2 runs but his second gave him a comfortable cushion of over three and a half seconds from the more sober black shared Subaru WRX`ST1 of father and son Pinder. Youthful exuberance won the day and Matthew was over three quarters of a second quicker than pater, Malcolm.

Dave Banner put his Westfield off on his first



*Fifth on the day in the highly competitive Class 4,  
Dale Cordingley's reward for a consistent season  
was 6th in the Championship.*

*Photo: Peter Cunningham*

run without damage, it ruffled his composure enough for Andrew Stokes and Linden Spencer to take charge of the class. All 3 drivers were in the 72's and were separated by 0.65 second. Despite the result and the weather, championship-wise Dave Banner was home and dry. The next 3 class positions were also fiercely contested. Roy Johnson in the Westfield SE was three hundredths quicker than the Caterham of local man Dale Cordingley. Close behind Dale (0.18s) was the Sylva Striker of Robert Bellerby. This class has been the most competitive and numerically well supported of all the Harewood classes.

Highest points scorer of the day, with a magnificent 10.84, was Harrogate Westfield driver John Hoyle which, considering the conditions, was a super drive. He headed his Class 5 rivals by nearly 2 seconds, Matthew Sutcliffe and Steven Dunn leading the chase.

Class 6 & 7 were merged, Vini Dobson in the black VW, kept his nose in front of the Class 6 car of Peter Marsden. Peter's Rover Metro closed with a brave 3rd run to within 0.78 seconds of the class leader. Third place man Neil Stokes has trouble putting his power down in the dry so you can understand the problems he was encountering with his 2 litre Vauxhall Astra.

Young Richard Spedding has developed into a regular class winner. He exudes 'class' in the family E Type, his super Saturday performance was backed up by a comprehensive win in the large Mod Prods. At one time Richard had the classic E Type up amongst the FTD contenders - a fantastic performance you must agree in a 40 year old monster.

Although they are small in number, the Formula Ford class is still keenly contested. Paul Gumbley (Van Diemen RF87) was always ahead throughout the day but nonetheless, Martin Pickles' Royale was a nail biting 0.29 behind on the crucial 2nd runs.

Tim Wilson has most definitely got to grips with his super Caterham R500 for despite trailing in 3rd place after the 1st runs, he popped in a class winning 66.15 to defeat the nationally rated Hefin Davies in his Caterham Superlight and previous class record holder Peter Hamilton's 1600cc Caterham. His class mates must be quaking in their boots for there is more development to come, wider

rubber would help put the power down also a few pounds could be shaved off the already lightweight car.

Ian Blair was over the moon after his small sports libre victory. He overturned usual class winner Peter Green's first run lead to clinch matters by 2.85 seconds.

Although Class F winner Les Procter pulled the plug after his 2nd run, his OMS was still 4.82 ahead of 2nd place man Jim Naylor, who bucked the trend and set his quickest time on his 3rd run.

Class G & L were merged and with the Class L Pilbeam of Sandra and Oliver Tomlin sidelined with an oil leak, Mike Sidgwick didn't have to over-exert himself in the sports racing Pilbeam. Don Burt ran wide at Clarks, shot across the track and mounted the bank with fortunately no damage to the driver. Despite the impact a front sub-frame and new wishbones should see the YKC back on the track.

In the 1100cc single seaters, Dave Kitching has been the man of the year but Dave's aggressive and exuberant style isn't really suited to wet weather conditions. Nonetheless, his third run time of 65.87 not only consolidated his FTD Championship but also secured a merged Class H & I and third FTD was in the bag. In his first season in single seaters, John Chacksfield had a beaming smile on his face when he placed the pretty red and yellow OMS ahead of the Class I usual front runners Martin Vesty and Michael Dobson. (Yet another plug for the Driving School, John Chacksfield and Martin Vesty are both ex-pupils, it works).

Never perhaps receiving the kudos that his driving deserved, Andrew Henson in the Ralt has been quietly getting on with the job of establishing himself as a front runner in Class K. He has done this with good effect for not only did he take FTD but he also scored maximum points at this round in the FTD Championship as well as one of the highest points totals on the day. The Van Diemen of Stephen Miles was nearly 2 seconds adrift, while Jon Waggitt, after bending his Ward at the Trackrod event, was giving the Quest a rare outing.

While not being the finale we would have wished for, we have ended with very deserving champions. Dave Banner is overall Champion,

Dave Kitching secured the FTD Series and Jenny Woodfield romped the Ladies Championship.

A vintage year with full entries and keen competition, our thanks go to all officials and marshals for making it happen. We look forward to 2001 with considerable enthusiasm with improvements to the timing system & paddock scheduled during the closed season. More than ever, next year Harewood will be the place to be.

### RESULTS

Class	Name	Car	Time
14A	Colin Belton	Porsche 993RSR	72.04
14B	Geraint Evans	Porsche 911	75.31
15	Jonathan Beresford	MGB GT	85.44
15A	Paul Meakin	MGF VVC	78.78
15B	James Thacker	MG Midget	75.31
1	Geoff Goodwin	MG Midget	80.08
2	Bobby Fryers	Clio Williams	75.13
3	Richard Hargreaves	Mitsubishi EVO	70.49
4	Andrew Stokes	Caterham	72.29
5	John Hoyle	Westfield	72.06
6+7	Vini Dobson	VW Golf	72.39
8	Richard Spedding	Jaguar E Type	69.70
9	Paul Gumbley	Van Diemen RF87	73.43
B	Tim Wilson	Caterham R500	66.15
E	Ian Blair	Gryphon C4A	74.78
F	Les Procter	OMS SC2T	70.03
H+I	Dave Kitching	DKR Jedi	65.87
K	Andrew Henson	Ralt RT3	63.63
G+L	Mike Sidgwick	Pilbeam MP43	69.08
FTD	Andrew Henson	Ralt RT3	63.63

## FOR SALE

WESTFIELD SE (Ex Tim Wilson) Sprint / Hillclimb Car (Class - Road Going Replica Kit Car 1700cc)

1700cc Ford Crossflow engine, RS Rocket Gearbox and Escort Sport axle with LSD. Originally built by Tim Wilson, this car has proved very competitive and reliable for the last 6 years. Excellent condition both inside and outside with red bodywork and electric blue rollbar. Complete with sidescreens, Hood, tonneau and spare bonnet. Can get up Harewood in under 67 seconds when the driver pulls his finger out!

For full specifications of the engine and complete car set-up please call or e-mail

**Chris Bentley - 01484 517151**  
[chris.bentley@ntlworld.com](mailto:chris.bentley@ntlworld.com)

**Andy Taylor - 01484 609050**  
[andy.d.taylor@bt.com](mailto:andy.d.taylor@bt.com)

## FOR SALE

RALT RTI - SPRINT AND HILLCLIMB CAR  
 280 BHP ROVER V8 - REBUILT 2000  
 FG400 gearbox - rebuilt 2000  
 SPARE BODYWORK SLICKS AND WETS  
 PROVEN AND RELIABLE  
 READY FOR 2001

**£17K**

BOX TRAILER AVAILABLE  
 CONTACT CHRIS MERRICK  
 01452 770378 (H)  
 07940 558185 (MOBILE)

## FOR SALE

Professional 4 wheel 16 ft trailer  
 Winch, ramps, spare wheel  
 Ready to go

0114 2509550 Day  
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## WANTED

**Calling all Formula Ford Competitors - Fancy a Free Pint!!!**

After several years competing in a Westfield we've decided to have a change and have a bash with Formula Fords. Due to the fact our knowledge of hillclimbing with Formula Fords can be written on the back of a postage stamp we are seeking Formula Ford competitors who are willing to pass on any advice, comments etc. in return for a pint or two! If you fancy a pint and a natter on this subject Chris and I would be more than willing to meet up and contrary to popular belief buy a round or two. We both live in the Huddersfield area but travelling is not a major problem.

**Chris Bentley - 01484 517151**  
[chris.bentley@ntlworld.com](mailto:chris.bentley@ntlworld.com)

**Andy Taylor - 01484 609050**  
[andy.d.taylor@bt.com](mailto:andy.d.taylor@bt.com)



# MOTORING MASTERMIND

**Quiz by Barry Newton**  
**(One for the oldies!)**



1. What did "Fur Coates drive?
2. WAT 4 - who owned this number and what position did he fill within the club for many years?
3. Which world champion racing driver won in a Porsche at Full Sutton?
4. Who were the members of "Team Triple S" and what make of car were driven by them? -
5. Who died recently, having competed in club events -with a Fraser Nash Le Mans which was an ex-works car and finished fourth in that famous race?
6. Who drove a Formula 1 BRM through the fence at Quarry at Harewood?
7. Which car driven by Stirling Moss at Oulton Park in 1961 competed successfully at Harewood?
8. Where and on what event was the "Duck Pond Test"?
9. Why was the hill at Harewood always closed at about 4pm and why was the track a little more slippery afterwards!
10. Who drove 1000 UP and who was his arch rival at the time on the hill?
11. Who, as a Yorkshire centre member, won the RAC Hill Climb Championship and in what car? (Pre-David Grace)
12. Who drove a Sports Racing Car with a V8 engine and 8 amal carburettors?
13. Who bought the latest product from Porsche and yet always complained about being beaten by "those bloody Healeys"?
14. Who is well known for his old bus transporters which have been home to Listers, Brabhams and McLarens?
15. Who drove a Bristol engined sports racer of his own construction and held, briefly, the Harewood Hill record?
16. Who now drives a Ferrari, but achieved success in a Morris 1100?
17. Who graduated from a Mini to a single-seater of his own design?
18. Who set FTD at the first Harewood meeting?
19. Who ran Scuderia F.A.R.T.?
20. Which member usually raced in yellow overalls and competed at Le Mans in an Ace Bristol?

**Quiz compiled by Barry Newton. Our grateful thanks to Barry for stirring our little grey cells into action. If we receive a favourable response, Barry has offered to do further quizzes and promises to slant them more towards our younger/newer members. (Anyone under 50!)**

**Your answers please to:**

**Mrs Pat Kenyon**

**'Hillside'**

**West Lane**

**Holdworth**

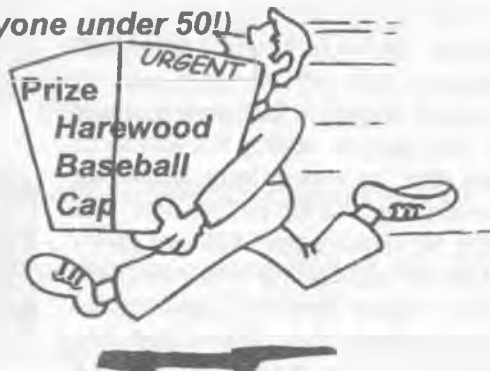
**Loxley**

**Sheffield**

**S6 6SN**

**and I will forward them to Barry for marking after 30th Nov.**

**The winner will receive one of our exclusive, much sought after, Harewood Baseball Caps**



**Entries in by 30th November 2000 please.**

## OBITUARY

### Sydney Hawthorne 'Darkie' Hanson

Motor Sport, both locally and nationally has lost a true friend and a loyal supporter with the recent death of Syd Hanson. To most Yorkshire Centre members Flight Lieutenant Sydney Hawthorne "Darkie" Hanson MBE, to give him his full title will be remembered for the many years he



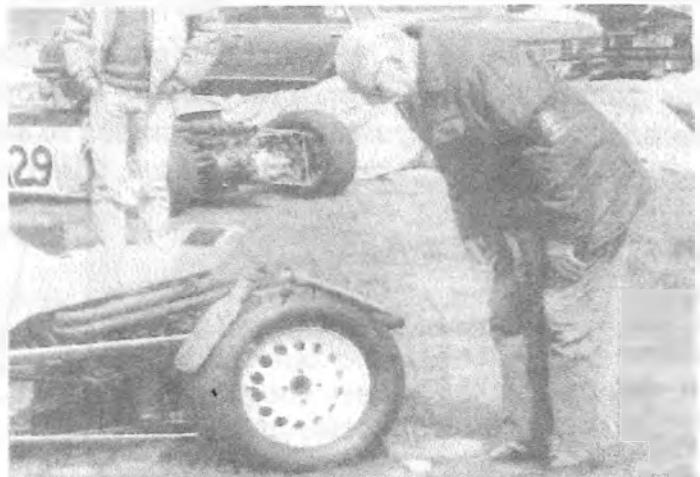
presided over the scrutineering team at Hill Climbs, Race Meetings. Rallies but there was much more to the man than that.

Born in 1912, Syd trained as a motor engineer and in 1937 he joined the newly formed 609 West Riding squadron of the Auxilliary Air Force. When war broke out, a couple of years later, he had qualified as a Fitter/Aero Engineer and, like all of the Auxilliary Air Force, he became a full member of the RAF when 609 squadron was mobilised. Syd rapidly gained promotion to sergeant and, with his team, was so successful at getting battered Spitfires back into combat during the Battle of Britain, that he was commissioned as Squadron Engineering Officer. Not only that the Air Ministry gave 609 was given the task of 'debugging' the new, and problem ridden Hawker Typhoon. So successful were their efforts that this aircraft became one of the most successful weapons of the second world war and Syd received the MBE.

Almost unique in the RAF, Syd remained with the same squadron for the duration of the war and with the armistice, when the squadron was returned to Auxilliary status, he remained as their Engineering Officer. In civilian life he became transport manager for Sloan & Davidson, a long established Leeds firm of architectural ironfounders.

So how, you may ask, did Syd get into motor sport. Well one of the pilots who joined 609 during the war was Arthur Hudson, a motor sport enthusiast who also became the first CO of the newly reformed 609 auxilliary squadron. Arthur also was a member of the BARC Yorkshire Centre committee and when we started to organise events needing scrutineers he suggested Syd and, as they say, the rest is history.

In the mid fifties scrutineers were, like the RAC Motor Sport Department, an elite, and slightly superior breed. Syd, with his blunt Yorkshire manner and technical skill was rapidly absorbed into the 'establishment'. Much more to the point, he and the team he gathered together brought a new dimension to the important task of ensuring the safety of our sport. Where the old style 'Pall Mall' scrutineers seemed to take pleasure in excluding people, Syd was much more likely to get stuck in and repair the failing vehicle.



*Syd taking a very close look at a new 'tyre warming device' which, of course, was illegal!*



Through the years Syd rose to the very top in the scrutineering world and was much respected in the Motor Sports Association. At the same time, he remained very much himself, ever friendly, ever helpful and full of good worldly advice as generations of competitors and officials will well remember.

Above all Syd loved a party and had a great sense of fun. Work came first, but when the task was done you would find his team all together in the bar, or the local pub, "having a conference on the Blue Book" as he described the occasion. One of the well remembered sights at Harewood, Croft, Castle Howard, Scarborough, not to mention the RAC Rally, was Syd with a full tankard of ale proposing the toast "Success to Temperance". Characteristically he described his war time decoration as having been awarded for "meritorious bottle emptying".

When the Auxilliary Air Force was disbanded by a pacifist government, Syd became chairman of the new 609 squadron association, a position he held until his retirement in 1992. With the closure of Sloan and Davidson, motor sport became the most active part of his life and he was shattered when the MSA decreed him too old to continue. For a time he continued to come to Harewood as a scrutineers' marshal, but the writing was on the wall and he gradually faded out of the scene.

Syd's social life did not exactly contribute to a smooth domestic life and his matrimonial upsets were turbulent, frequent and fairly hectic. It was not unknown for his first wife to lock him out after a party so that he spent the night on the front lawn. Fortunately after he was widowed he met Margery, a lady of sufficient character to ensure that his final years were very happy and he remained a good friend to his son from the first encounter.

By chance, I telephoned him only a fortnight before his death and asking how he was, got the typical Syd reply, "Mike, I'm bugged". We chattered for a while and it was obvious that whilst he was not at all well, he still retained something of his sense of fun. Motor Sport, and the world at large, has lost a good and true friend, a larger than life character who will long be remembered. I know that I am fortunate to have known him and shared so many happy times in his company.

Mike Wilson

**SORRY, 11th NOT 20th**

**Pat Kenyon**

I must have dropped my calculator from a great height because when it came to totting up Richard Spedding's score instead of him being placed 11th, I had him down in 20th place. So all those below 11th move down a place.

You will perhaps also note that Richard Spedding was down in 65th place in the Championship. The reason for the confusion is he drove in 2 different classes. Yet again my apologies for the mistake.

## **JAVELIN MOTORSPORT**

### **ROAD CAR TRACK DAYS**

**The Playground  
Binbrook  
Lincolnshire**

**11th November**

**Javelin Motorsport  
12a Mulberry Close  
Keelby  
Grimsby DN41 8EX**

**Tel: 01469 560574**

**Fax: 01469 560581**

**Email: [javelin.motorsport@virgin.net](mailto:javelin.motorsport@virgin.net)**

**Track Day entry fee £75**

**Passenger fee £5 each**

**Personal accident insurance £10**

**Car Insurance cover £50 to cover**

**£6000, Additional cover at £7.50 per  
£1000**



# 2000 ANNUAL AWARDS

To be presented at the  
Annual Dinner Dance



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

<b>Yorkshire Post Trophy</b> Fastest Time of the Season	<b>Graeme Wight Jnr</b>	<b>52.63 seconds</b>
<b>Jack Farrar Trophy</b> Fastest Time of the Season by a member Resident in the County of Yorkshire	<b>Jon Waggitt</b>	<b>56.51 seconds</b>
<b>Arnold Burton Trophy</b> Classes D, E, F and G Total Bogey Points	<b>Jon Waggitt</b>	<b>65.93 points</b>
<b>Richard Sutherland Trophy</b> Sports car in Classes 1, 2, 3, 6, 7 and 8 Total Bogey Points with no scores dropped	<b>Geoff Goodwin</b>	<b>91.03 points</b>
<b>Guyson Sandblast Trophy</b> Fastest Time of the Season by a Jaguar	<b>Richard Spedding</b>	<b>63.04 seconds</b>
<b>Hatfield of Sheffield Jaguar Trophy</b> Total Bogey Points by a Jaguar	<b>John Green</b>	<b>53.37 points</b>
<b>Ford Woodhead Trophy</b> Class 9 Fastest Time of the Season	<b>Mick Moore</b>	<b>63.42 seconds</b>
<b>Appleyard Group Trophy</b> Sports Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	<b>Richard Spedding</b>	<b>+2.11 seconds</b>
<b>Wallace Arnold Trophy</b> Saloon Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	<b>Richard Casey</b>	<b>+1.04 seconds</b>
<b>Wendy Wools Trophy</b> Classes A, B and C having greatest improvement over class record (or nearest to it)	<b>Tim Wilson</b>	<b>-0.14 seconds</b>
<b>Total Trophy</b> Cars in Classes 4 & 5 having greatest improvement over class record (or nearest to it)	<b>Dave Banner</b>	<b>-0.60 seconds</b>
<b>Brownlow Peabody Trophy</b> Fastest time of the season by a 2 wheel drive car in classes 1, 2 & 3	<b>Bobby Fryers</b>	<b>69.20 seconds</b>
<b>Scrutineers Trophy</b> Presented at the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car	<b>Clare Sullivan</b>	
<b>The Babra Trophy</b> Presented to the Lady competitor who records the Fastest Time of the Season	<b>Lynn Owen</b>	<b>60.56 seconds</b>
<b>The Lol Ryan Memorial Trophy</b> Presented to the driver recording the fastest time in a Morgan	<b>Mike Sidgwick</b>	<b>66.47 seconds</b>

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

<b>John Bindloss Trophy</b> To the new competitor who has shown 'The Greatest Promise in Hillclimbing'	<b>Mike Geen</b>	
<b>Ronald Hudson Memorial Trophy</b> The Marshal who has shown the Greatest Dedication to Duty.	<b>Bruce Woodhead</b>	
<b>Philpot Marshals Trophy</b> To the Harewood Marshal who has performed some specific task over and above the normal call of duty.	<b>Caroline Marston</b>	
<b>Tim De Dombal Trophy</b> Official or Marshal who has shown the Greatest Potential During the Season	<b>Jonathan Buchan</b>	
<b>Derek Clark Memorial Trophy</b>	<b>The winner will be announced at the Dinner</b>	

## CLASS RECORD PLAQUES

<b>Dave Banner Class 4</b>	<b>13 May 2000`</b>	<b>14 May 2000</b>	<b>9 Sept 2000</b>
<b>Mike Bees Class 4</b>	<b>6 August 2000</b>		
<b>Tim Wilson Class B</b>	<b>9 Sept 2000</b>		
<b>Jon Waggitt Class F</b>	<b>14 May 2000</b>		
<b>Glyn Sketchley Class H</b>	<b>11 June 2000</b>	<b>6 August 2000</b>	

# ANNUAL COMPETITIONS

## Final positions

Pos	Name	Total	Drop Mark	Final Marks
1	Richard Hardcastle	40	3	37
2=	Bobby Fryers	36	0	36
	Peter Green	36	0	36
4	Geoff Goodwin	34	0	34
5=	John Hoyle	33	0	33
	Graham Wride	33	0	33
	David Dalrymple	33	0	33
8	Richard Hooper	32	0	32
9	David Spaul	28	0	28
10=	Peter Walker	32	6	26
	Daphne Walker	32	6	26
	Jon Mark	26	0	26
	Brian Kenyon	29	3	26
	Pat Kenyon	29	3	26
	Tim Bendelow	32	6	26
16	David Naylor	24	0	24
17	Robert Bellerby	23	0	23
18	Simon Clark	17	0	17
19	Peter Marsden	12	0	12

## The Pearce Trophy

Richard Hardcastle  
(official) 37 points

## The Ken Lee Trophy

Bobby Fryers &  
Peter Green  
(Comps) 36 points

## The Firth Bowl

Daphne Walker &  
Pat Kenyon 26 points

## The Chippy-lola Vase

Peter & Daphne Walker  
Brian & Pat Kenyon  
26 points

## Harewood Speed Hillclimb Championship

## Harewood Ladies Trophy

Jennie Woodfield

## The Wilson Trophy for FTD

Dave Kitching

## The Glen Garnett Trophy - Overall Champion Dave Banner



## Harewood Speed Hill Climb Merchandise

An ideal  
Christmas Gift

## 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

## **GUEST INSTRUCTOR**

**Brian Kenyon**

An urgent phone call from MAC Curborough Driving School supremo Jim Robinson saw me on my way, a few days later to Curborough, filling in as a guest instructor on their 12th September school, the last of the year.

Despite a traffic jam on the outskirts of Derby, I made good time and found the course with little effort. I was helped by it being the first day of the fuel crisis and everyone seemed to be driving with economy in mind.

Since I last competed at Curborough in 1991 (I didn't realise it was so long - how the years fly by), Shenstone has used its grant well and the course is in tip top condition. The new link road to the start speeds things up considerably from an organisational viewpoint.

There have been considerable changes to the venue. The line through the first corner is now very different from the one I used all those years ago, it has made the course considerably quicker. The flow and line used has been turned on its head with the new saw-tooth rumble strips and the laying of a new concrete surface on the inside of the first left-hander. All corners used to be lined with cones and you were penalised 5 seconds per cone - a wild run and it was easy to come back with a cricket score. The track has been re-surfaced increasing the grip factor since I competed there. The back section used to be polished limestone and was slippery in the dry and like ice if it rained - a true test of the driver's mettle.

Because of the nature of Curborough it is possible for three instructors to evaluate pupils' performances from three fixed points. I was marking on the first corner and at the end of the day I was amazed by the improvement of virtually every driver once the cones were removed, usually the opposite is the case but they all seemed to be intimidated by their presence.

Curborough School format is somewhat different from ours. Driver instruction is given in a tent; the course comprises of 7 runs and only one run with the cones removed. This is followed by a 2 lap fun run. They don't have any instructor accompanied runs but instead have a convoy.

I enjoyed the day thoroughly and it was nice to see the old place again. I look forward to a visit in the future.

## **DRIVES OF THE YEAR**

**Brian Kenyon**

Among the leading contenders are those who set class records during the 2000 season. I know how hard you have to try to break a record, even by the odd tenth, but to be a leading contender in this category doesn't mean you have to be a record breaker, for I have taken into account the type of car driven and the experience of those driving them.

Glyn Sketchley always pulls out that little extra in his diminutive 500cc Nova Jedi often humbling the 1100's that he is regularly merged with. Very impressive.

New to the car this year Ben Butterfield has taken to Leon Bachelier's Dallara like a duck to water. Ben's performance at the MSA Championship meeting was a delight to behold, 7th in a run off is no mean feat for a 2000cc car.

Richard Spedding has really got the old family Jaguar moving. After a steady start to the season while the car was being developed, he had just begun to set some impressive times when the season was over. If he can build on this next year when guest driving in another car, he could be a major contender for championship honours.

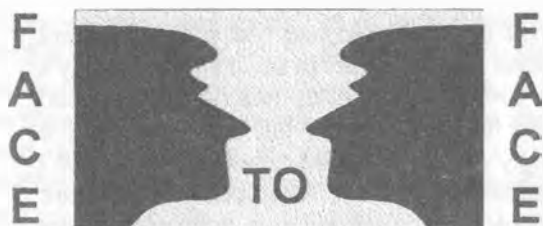
Tim Wilson started the season well in his new Caterham R500. Tim went off the boil mid-season but was definitely on song in September and finished the year with a super new class record.

All year Dave Banner has been moving the goal posts in Class 4, his series of records deservedly winning him the Championship but Dave has just been pipped for the Driver of the Year by another Dave - Dave Kitching.

At one meeting during the year, Dave Kitching threw his 1100cc Jedi off the road on his first and third runs but his second run was for my money, the drive of the year. He took so much grass at Willow that I thought he must lose it or lift but Dave kept his foot amongst it and despite this massive 'off' still managed to set FTD! If you are going to be a winner, you have to be prepared to try that little bit harder than everyone else, and that day Dave did just that.

## **CAR OF THE YEAR**

This, as far as I'm concerned, is no contest. I have seldom been so impressed with the phenomenal speed that Tim Wilson's Caterham R500 possesses. Unfortunately, in a Sprite, I can only dream about such acceleration but the car has performance to die for.



## *Richard Hooper*

Born & raised in Bradford, I left school in 1964 intent on following family traditions and training to become a Chartered Accountant. I'd always been something of a motoring & motorsport 'nut' and, from an early age, dragged my father (who had absolutely no enthusiasm for it and couldn't understand mine) along to take me to the race meetings then held at Rufforth. Such was my interest that I had him out on the road with me at one minute past midnight on my 17th birthday. Fortunately he didn't have to do that often; I was able to throw away my L-plates within a week.

After a year or so I came to the conclusion that I was heading down the wrong career path. Thinking I might as well earn a bit more than the £5 a week an articled clerk got in those days while I decided just what I did want to do, I got a job at Olympia Motor Services in Bradford. Now Sunwin Motors, they were then BMC dealers and commercial coachbuilders. Two of my colleagues - Bob Cawthron & Alan Roddis - were BARC members, which is how I came to be introduced to the Yorkshire Centre and Harewood. The association with the garage only lasted a year or so; the profit & loss account started looking a bit unhealthy and those on high decided the necessary economies included me. The association with BARC has so far lasted a bit longer!

Despite a couple of job offers in the motor trade, I decided to go for a bit more security/defined career path, joined Barclays in 1966 and worked up the ladder to my first managerial appointment some 12 years later, meeting Pam on the way. I was promoted to Pontefract (arguably a contradiction in terms) just as we were getting married, so we bought a house in Woodlesford. Peter & Sue Whittle moved in next door a couple of years later; there are a few stories could be told as a result, but I will refrain for fear of retaliation in a future issue!



My career continued with spells in north Leeds, which prompted us to move to Guiseley, and then with the bank's leasing company. After that I spent ten years at their business centre in Keighley prior to my final promotion in 1994, from corporate lending manager to pensioner - a little prematurely as a result of a health problem.

Pam & I have two daughters. Sue is 26 now and works for Bury & Rochdale MDC, having gained an MA in social work from the University of Hull; Vicki is 21 and reading politics & social policy at Manchester University.

As far as my motor sport career is concerned, it all started 35 years ago when Bob & Alan suggested I might find Harewood interesting. I did. Since then, at one time or another I've done just about everything from sweeping the track and writing up the scoreboard (some jobs you never get rid of!) to Clerk of the Course. Having spent

some time learning the art of coarse (sorry, course) marshalling I gravitated to the start-line under JRH's watchful guidance, eventually succeeding him as Chief when he was promoted to the bus. A little while later I was transferred to the top of the hill in the middle of one meeting to run the paddock, I think because someone had gone home either feeling ill or having 'had enough'. Having done it for one afternoon, I could quite see why! Whatever, I ended up with that job for several years, before gravitating to Chief

Marshal for a little while, then taking turns at the various Senior Officials' posts as necessary, as we have tended to do in recent years.

I did pretty much the same jobs up at Croft back in the days when we, as a centre, also ran race meetings up there. As its closure coincided with increasing family responsibilities, I didn't venture further afield in search of circuit racing very much until I retired and had a bit more time. Having found it, I now attend a dozen or so HQ race meetings a year as either a judge or club steward.

I've always been interested in rallying too - in fact this was probably my first choice until it got too expensive for me to compete regularly, which I used to do a bit back in the '60's & '70's. Over the years I've done my fair share of standing out in the middle of moors & forests and was Stage Commander on one occasion when the RAC Rally came to Harewood Hill. In more recent years, I've tended to stick with the sometimes unenviable (you don't get to see much action unless something's gone wrong) job of Judge of Fact/DSO/Service Observer

on stage events in our part of the world and the Rally GB.

Any efforts at serious competition really came to an end with, or rather a bit before, Sue's arrival on the scene. My treasured RDS Engineering-tuned MG Midget (no funny comments, please, BK; I freely admit yours was quicker, even if it wasn't lighter!) had to go when Pam's 'delicate condition' reached the stage that she could no longer squeeze past the roll cage. That car had been driven to and from and done just about every sort of event (autotests, trials, road and stage rallies, sprints & hillclimbs, even a couple of circuit races), as we did in those days; it even won a few.

I can't remember exactly how long I've been a committee member, probably because it's been more years than I care to. I was co-opted on to the events sub-committee sometime in the early '70's, I think, and then promoted to the main committee when they were merged. I decided it was time to take a sabbatical and stood down from 1989 - 1997, although in the intervening years I still attended some meetings ex-officio, when acting as C-of-C at Harewood.

Apart from my motor sport interests, I have been a member of the Rotary Club of Bingley for a number of years and am currently its vice-president. I also spend on average a couple of days a week as a volunteer adviser at the Citizens' Advice Bureau in Otley, to try and keep the brain cells active. Believe me, some of the clients and situations involved in this make one count one's blessings!

## A Good Year by Dave Banner

After finishing my third season in motorsport, I didn't think it possible to win the Yorkshire BARC Championship, especially in such a competitive class as Class 4. The competition being extremely hard and I didn't help my cause by achieving record breaking run on two Saturday 'non championship' events, which obviously meant that I had to go even quicker on the Sunday - then on the Sunday thinking to myself "that was a bright move Dave - well planned!!" "You really thought that one through didn't you!" - Tactics go out the window - I just go as fast as I can.

However, I feel the championship was definitely helped by the extremely close competition with my mate Andy Stokes - a strange chap who

keeps his head shaved and has a very different outlook on life to the rest of us. It's called 'Andy's World'. Unfortunately, Andy has had a lot of bad luck with his car this year but when he has the stunningly quick Caterham running right he can't half 'peddle it up the hill'. Then, both he and I, are always only a gnat's whisker away from each others times.

Then you have 'Fast' Mike Geen or Mike Green as he likes to be called! He will be pushing hard next year when his Dutton has had more development work done to the 1360 Peugeot engine and possibly a new body. Mike also promises a coat of paint for Year 2001. Also, Bob Bellerby, Mike's buddy & rival again with the extremely quick 1448 Peugeot powered Sylver Striker. Like Mike, he always puts on an excellent performance given the engine size difference to most of us. Dale Cordingly usually splits Mike & Bob up. We know Dale as the man with the nice, pretty, shiny self-built blue Caterham Supersport. He always has a nice picnic made up of triangular cut sandwiches and little crispy things that only posh people have at Christmas! Don't take it personally Dale - I'm only jealous of your style and well put together Caterham. All three have a constant close battle and all are getting faster and will, I am sure, soon will be pushing Andy and myself. These three are the ones to watch in 2001. But not forgetting others in the Class such as Robert Warwick, Michael Waters, Pete and Bridget Ashley - all have their own jostling for position. Peter Whittle and David Lanfranchi - always an interesting one as they share the same Caterham. Also in class 4, we always get Brian Kenyon showing a good interest and giving us sound words of wisdom and encouragement like- "What line was that?" and "No commitment!". You know what they say, the truth hurts. However Brian, after listening to your words of wisdom I now use some of your lines and they have certainly worked and have helped me to win the Championship. I guess this is your cue to plug the Driving School, as I am sure you will remember, I was one of your first pupils. Thanks Brian.

If anyone is thinking of changing classes, you could not go far wrong with Class 4. Yes, it's nearly always the biggest class, but you can be sure we have the biggest laugh and constant close competition.

About next year, well, my trusty 1700cc Ford X Flow will be coming out of the Westfield for a freshen up as I now feel it deserves one. The



brakes will also need looking at as I still compete with the original Escort rear drum brakes which are desperately in need of replacement as they do not like stopping! The drum brakes were never any good on the Escorts so why put them on a Westfield? I am sure at the time Westfield had a good reason for this and I suppose you could say this may have helped me go quicker as I could not slow down for the comers! I just have to point the steering wheel and hope for the best, most of the time it goes round but sometimes it doesn't then I go grass tracking or gravel racing - if there is such a thing.

But to be fair, the car is well set up thanks to Trev Greaves at TranZpower Racing, Chesterfield. Trev has worked wonders with the suspension set up and gearing etc on a much smaller budget than we would have liked. Working on the "if its not broke-don't fix it' system. For example, my old RS2000 gearbox finally gave up the ghost at Olivers Mount Hill Climb meeting at the beginning of the season and TranZpower Trev changed the internals for better ratios & competition gears for a very respectful fee (plug intended). Nevertheless we now have the Westfield handling & performing like a well sorted Caterham.

Next, I would like to lighten the car but my better half, Anita, has other ideas! We bought a very old house 3 years ago which needed total renovation and this has taken 2 years longer than planned, the main reason being that Dave has been spending the money and most weekends out playing at Hillclimb & Sprint venues around the UK. Anita now wants a kitchen & carpets etc. I suppose carpets would be somewhat of a novelty, and it would be strange as my shoes haven't been off for three years!

Finally, but not least, Thanks to all the Marshals and Organisers for their relentless patience and without whom, we could not partake in this exciting sport. I now look forward to next season to see if I can go any faster with different brakes!



## **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*

*Report on the Classes Forum*

*Report on the Annual Dinner Dance & Award Presentation*

*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*

## **IMPORTANT DATES FOR YOUR DIARY**

### **HAREWOOD SPEED HILLCLIMB DATES FOR 2001**

<b>Spring National</b>	<b>April 15th</b>
<b>Harewood Open</b>	<b>May 12th</b>
<b>May Championship</b>	<b>May 13th</b>
<b>Jim Thomson Trophy</b>	<b>June 10th</b>
<b>MSA Championship</b>	
<b>Practice</b>	<b>June 30th/</b>
<b>Event</b>	<b>July 1st</b>
<b>Montague Burton</b>	<b>August 5th</b>
<b>Greenwood Cup</b>	<b>Sept 8th</b>
<b>Championship Finals</b>	<b>Sept 9th</b>
<b>The 2001 Regulations Booklet will be sent out with the next 'Times' in January or early February</b>	

# EDITORIAL



The dust has finally settled at the conclusion of the season. (With all this rain recently it could hardly do anything else). It was unfortunate that the weather intervened at the Final and we were denied the grandstand finish the points positions promised, my hearty congratulations to our championship winners - Dave Banner who took the overall Championship, Dave Kitching the FTD and Jennie Woodfield, the Ladies.

The committee is hard at work with next year's plans for the timing system. Hopefully more information will be available either at the Forum or in time for the next 'Times' but if the vibes I am getting are anything to go by, it should be quite sensational.

Over the winter I am always searching for news of competitors' plans for the coming year or indeed reports of their exploits over the past season, so if you think you have anything of interest, please put pen to paper or finger to keyboard and send me an e-mail (address on back page).

Next year's Regulations Booklet will be included with the next issue of the 'Times' published late January/early February. Harewood is becoming one of the most popular venues in the country and if last year's patterns are repeated, there is every possibility that a number of events will be over-subscribed.

To ensure an entry, your best course of action is to enter early. Remember, entries for ALL events open on 1st February 2001. Please ensure that you have applied for and received your competition licence BEFORE you send in any entries. The MSA sends out licence application forms in November. Anyone applying at this time will receive their licence well before the start of the season.

It is becoming clear that all Entries Secretaries throughout the country are suffering from the same problem, competitors do not read the regulations carefully, do not

enter the correct class and too large a proportion do not fill in all the details required. Some entry forms I receive look as though a drunken spider has crawled over the form so please ensure that the writing is clear and legible.

Next year I am considering implementing the system used by many other clubs, if I receive your entry form with any of the required details missing, it will be returned to you and you will only be placed on the entry list when I receive a fully completed form.

Throughout the last season I received many phone calls late at night giving me details missed off entry forms and also queries about events. I, like everyone else, like to have a social life so please ensure that you ring before 7.00pm. Some of the recorded messages were virtually impossible to understand so if you ring, please speak slowly and clearly if you are leaving a message on the answering machine.

Most competitors ensure that entry forms are filled in correctly but those who don't cause a disproportionate amount of extra work through their carelessness or thoughtlessness, so please help me to help you and all the best for the future season.

Two of our major social events will soon be upon us. The Speed Events Forum on 5th November. If you have views on classes or the running of events at Harewood, your input is always welcome. It is also a good social occasion. Which brings me neatly on to our premier social event of the year, the Annual Dinner Dance & Award Presentation on 18th November. Please try to attend, I'm sure you will enjoy the evening.  
Pat

## CONGRATULATIONS TO OUR CHAMPIONSHIP WINNERS

*Brian Kenyon*

You can't fault Dave Banner's attitude. Never happy with his previous performances always seeking to develop his driving technique as well as his car. Dave is a true and worthy Champion. On his way he has set three new class records in, what is, the most competitive class at Harewood. The easy way to championship victory is to seek out an un-competitive class but Dave has not taken the easy route he's stayed faithful to the Westfield throughout the past few years.

# HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2000

## 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	Bobby Fryers	Clio Williams	2	73.05
8	David Spaul	Westfield	B	72.64
9	Andrew Henson	Ralt	K	72.33
10	Mike Geen	Dutton	4	71.97

## FTD Series

1	Dave Kitching	Jedi	I	50
2	Andrew Henson	Ralt	K	44
3	Steve Owen	OMS	K	32
4	Glyn Sketchley	Jedi	H	26
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	39.11
4	Brigitte McLean	Westfield	4	28.17



*The happy bunch of successful Championship winners includes back row l to r John Hoyle, Dave Kitching, Dave Banner, Mike Geen, Jennie Woodfield, Geoff Goodwin, Andrew Henson. Kneeling Steve Owen and Andy Stokes. Missing Dale Cordingley, David Spaul and Bobby Fryers. (Bobby always has to go early or his Renault turns into a pumpkin) Photo: Chris Seaman*

Dave Kitching achieved the perfect FTD Championship score of 50 points but just missed out by 1 point for 60 from the 6 rounds. Dave is something of a Harewood specialist, I am probably his number 1 fan but his lines (what lines?) are atrocious, unlike his commitment, which is absolute. I hope you will forgive me if I say that he has balls the size of Yorkshire.

I must confess I thought this year, Jenny Woodfield's championship challenge would be blunted when she changed from sharing Andy Stokes' class 4 Caterham and went solo in a lightweight Mk1 slick-shod Escort. The difference in driving technique of the cars means you must place more emphasis on carrying speed through

the corner with the heavier Escort. Jenny adapted well and shook the boys with a class win during the year, more development on the Escort's engine could place her in the driving seat for a 4th Ladies Championship in 2001.

We all know that David Grace is a class act. To achieve 3 consecutive British Championships in, what is, the pinnacle of the sport, is a fantastic achievement. David set the pace throughout the year and everyone was trying to hang on to his coat-tails. Roy Lane and Roger Moran challenged, as did Graeme Wight Jnr but all were left in David's wake. Three titles in a row, five overall, one to go to equal the Tony Marsh record in 2001? - David is torn between carrying on or racing his Big Healey.

## **BARC YORKSHIRE CENTRE HISTORY 1966 *Tony Hodgetts***

1966 started with John Stroud taking over from MSW as Circular Editor after 126 issues from Mike's pen. The year opened with a further series of the ever popular film shows at the Bramley Liberal Club featuring the latest motor sport films and Bob North on the bucket at the exit door. Admission was free, but you had to pay to get out! Season tickets for Harewood were available at 'a considerable financial saving'. A full list of the awards for the 24 events organised by the Centre in 1965 was published; five of these were hillclimbs at Harewood, and one at Oliver's Mount.

Peter Meldrum (Lotus Allard Special) was the man to beat at Harewood, but nobody did, though the opposition included such luminaries as Peter Boshier- Jones, Tony Marsh and Les Hinchliffe. The names of Jimmy Johnstone and Peter Lawson began to appear in the class winners.

As a direct result of the changes in the law regarding the use of public roads for motor sport, the "Scarborough Rally", the "E.A.Denny" and the "Greenwood Trophy" changed their format, to cut out the driving tests which had graced various secluded road junctions such as that fearful 1 in 4 hairpin and T-junction on the Troutdale road. (Yes, on-the-road driving tests!).

From 1st. January onwards it became necessary to hold one of the new RAC competition licences for hillclimbing; the Restricted version cost the magnificent sum of one Guinea, which is £1.05 in funny money. (Doctors, Barristers, Solicitors and Accountants always used to bill in guineas in those genteel days). You also now needed an approved crash helmet to BS1869.

The RAC sent their thanks for the sterling efforts of those who turned out to man Yorkshire stages on the 1965 RAC Rally, and endured a "chilly night". That's a polite Southern Euphemism for three feet of snow falling in about two hours in the Yorkshire forests. The "Mainly Personal" page was full of the winter exploits of Centre members on major rallies.

The speed events season kicked off with a Drag Sprint at Topcliffe, won by David Hepworth, and the Spring National hill climb at Harewood where FTD was taken by ... Peter Meldrum. Among

the class winners were Chris England, Malcolm Dungworth, Jimmy Johnstone and John Netherwood. You don't know John? Think of great big pies in Denby Dale, and that's your man. After the fine weather at Harewood, Croft reserved one of it's specials for our first race meeting, and we crammed seven races and their attendant practice sessions into a downpour.

The June Harewood gave a foretaste of the future, with Peter Lawson taking FTD in a Brabham, but later in the month things were back to normal with Peter Meldrum taking FTD at the Variety Club-sponsored meeting by a nose from David Hepworth. Visible in the GT class was a mysterious driver by the pseudonym of "Spotty Muldoon" who hailed from Jump nr. Barnsley; now is not the right time to tell the full story, but I promise you that you'll meet him again! "Bing" Crosby took a third in class with his Lotus 20. Batman and Robin also made a brisk ascent of the hill, and a lot of money was raised for charity.

In August Headquarters put on an International race meeting at Croft, with the majority of "the troops" coming from the Centre. Sad to recall, the Croft weather demon produced a monsoon for the weekend; practice was so wet that several of the teams declared, and although Sunday started reasonably, the main event prompted a cloudburst, and the ditch at White House was graced by several hundred thousand pounds worth of delectable machinery. Bruce McLaren, Chris Amon and Brian Redman disappeared among others, but in the end the race was won by John Surtees, followed by Hugh Dibley, Tony Dean, Innes Ireland and David Hobbs. The day was epitomised by the arrival in the White House marshals' post of a Lotus 30 which had spun all the way down from Paddock Bend on the old runway, completely cutting out all of Oxo bend and coming into the post from behind, noiseless on the wet tarmac, but by then moving so slowly that no injury was caused to anyone!

Tony Fall's Alpine Cup winning Cooper 'S' was advertised for sale in full Group 2 spec. for £700.

The September hill climb was marred by evil weather, which did not prevent Peter Meldrum from taking another FTD, but this time he really had to work for it, finally beating Peter Lawson into second place by 0.19 sec. Class winners included Richard White, Gordon Chippindale, Jim Thompson, Phil Scragg and Jim Johnstone.

The November Circular welcomed a new member by the name of B.Kenyon from Sheffield, and reported on the jointly promoted Stone Trough Trophy sporting trial at Yarnbury above Grassington, which I recall as a site which was almost impossible for a marshal to stand upright on; and how those weird motors managed to climb the hills is a mystery. Also reported was the "Birds Event", which was strictly for the ... lady members, and was won by Elizabeth Mason.

The Scarborough Hill Climb rounded off the speed events season, and "Fast Fred" Smith took FTD from Peter Meldrum and Peter Lawson, with classes going to Chris England, Alan Forrest, Peter Kaye, Richard Sutherland, David Stead, John Cussins and Keith Schellenburg. Scarborough always did produce some variety!

To round off a highly successful season, we put on a special hillclimb at Stockton Farm at the request of A.B.C.T.V. World of Sport, at very short notice on 26th. November. The lure of being on telly brought out a bumper crop of high quality hillclimbers, both our locals and national names. Peter Westbury, Peter Boshier-Jones, Martin Brain and Patsy Burt came along, and although the weather was poor, and mud was abundant, a good time was had by all. Although it was not strictly a competition, class leaders were Martin Radcliffe (Rally Imp, which came into its own in the slippery conditions), Jim Hall (Porsche Carrera), Peter Westbury (Felday), Jim Johnstone (Lotus 18) and Peter Boshier - Jones (Lotus 22). Second FTD was Phil Chapman in the Chapman Mercury, which must have been one of the few times that all eight Amals chimed at once.

And there was a letter rebuking those who had complained that the price of a pint of beer in the paddock bar was 2/8d (=13p), and putting this high price down to unreturned glasses.

## **DRIVING SCHOOL PRIZE WINNER**

### ***Brian Kenyon***

After carefully adding up all the scores of the Driving School throughout the year a clear winner has emerged. Nick Frost in his rare and beautiful Ferrari 348 GTC scored 92% at the May school. His success wins him a day at the Ian Taylor Driving School at Thruxton. Nick has made good use of his visits to the 2 schools and 2 Ferrari corporate days when at the August event he was 2nd overall in the Ferrari class behind the 355 of Jon Goodwin.

## **HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL**

### ***Brian Kenyon***

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.

AN IDEAL CHRISTMAS OR BIRTHDAY GIFT

### **DATES FOR 2001**

***Thursday***

**April 5th**

**April 26th**

**May 24th**

**August 23rd**

***For further details contact***

***Pat Kenyon on (0114) 234 0478***

## **DRIVING SCHOOL SUCCESS**

### ***Brian Kenyon***

Although Tim Wilson is writing the report on the Saturday event, I cannot let it pass without adding my four penn'orth, we were treated to some fine hillclimbing and a couple of fantastic records. Tim Wilson's new Caterham R500 is phenomenal in a straight line and Tim's reward for attacking the course with all the expertise you would expect from one of our Driving School Instructors, was a new record.

Dave Banner has been the form driver this year with 1 record set at a championship event and 2 on the non-championship Harewood Open and Greenwood Cup events. I have watched Dave's progress through recent seasons as early in his hillclimbing career he was a pupil of mine. The School set him on course, but the passion and will to win must come from within the individual.

Another ex-school pupil to gain top honours has been Class 5 runner John Hoyle. His progress perhaps not as spectacular as his Class 4 rival Dave Banner, but good solid drives have stood him in good stead. You don't finish 2nd in the Championship without the commitment.

Jennie Woodfield exhibited fire and grit (most of it wound up on my face) when she first attended the Driving School. I admired her commitment and marked her down for success in the future. She has fulfilled the promise and won the Ladies Championship for the 3rd year in a row as well as a super class win at the August event.

### **CHAMPIONSHIP WINS, CLASS WINS**

Top 3 positions, vast improvements in times have all followed attending one of our Schools. Many, many competitors have benefited.

***Why not you in 2001?***



# DATES FOR YOUR DIARY



## DATES FOR 2000

**5th November  
ANNUAL SPEED  
EVENTS FORUM**

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

\*\*\*\*\*

**25th February 2001  
PRACTICE DAY  
OPEN TO  
YORKSHIRE CENTRE  
MEMBERS ONLY  
Usually a maximum  
of 60 cars allowed  
Regs will be with the  
next 'Times'**

**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

**1st January 2001 please.**

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S6 6SN

Tel: (0114) 234 0478

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

*Merry Christmas  
and a  
Happy New Year*

*Although it is unseasonably early (but the  
shops are full of toys and Christmas goodies)*

*I, along with the Committee would like to*

*wish all our members a*

*Happy Christmas*

*and a successful*

*New Year.*



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.

## BARC YORKSHIRE CENTRE

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