



# YORKSHIRE CENTRE

MARCH - MAY 2001



## BARC CHAIRMAN'S LETTER



Dear Member

It seems a long time since I last wrote a Chairman's letter and much has happened in that period. We have watched the horror of the foot and mouth crisis unfold and even now members are being affected by it, to them I would offer our thoughts and support and hope the problem disappears very soon. Obviously it threatened our calendar and we cancelled practice day as a precaution but have since opened for all subsequent events which have been excellent.

Probably because of the above we have experienced record entries so far this year and I encourage you all to enter early to avoid disappointment.

Sadly we lost 2 stalwarts of the club in the recent past in Peter Griffin and Sid Hanson and on your behalf I have expressed our sympathies to the families.

We have also seen the retirement from committee of Peter Varley who as our Honorary Treasurer has been fantastic both in managing the financial affairs of the Centre and as an enthusiastic supporter of the progress made at Harewood during his tenure and we will miss him as he sails around the Mediterranean with Sue. Martin Baker was voted on in his place and we are sure we have an equally forward thinking person on board.

In conclusion I would congratulate all the team connected with every facet of Harewood for making the venue as good as I believe it now is and to hear Roger Moran's comments at the May prize giving were very heartening indeed.

Thank you all.

Simon

Issue No 85

### *In the next issue*

*Report on both  
May events*

*Report on the  
June event*

*Face to Face will  
be back again*

*Another quiz*

*Updates on the  
Harewood  
Championship*

*Updates on the  
Annual  
Competition*

*Don't Forget*

*Enter events early  
to avoid  
disappointment*

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## PETER GRIFFIN MBE

Peter Griffin, who died on 8th. March, was one of the most experienced officials in British motor sport. After a spell as a competitor at club events in his home county of Kent, and some racing at Brands Hatch, he turned to marshalling shortly before a promotion moved him North. He worked his way up the ladder at racing circuits all round the country and his local venue of Harewood, and also officiated at stage rallies in the Yorkshire forests, until by the early 1970's he was acting as Clerk of the Course at BARC race meetings, while still going out as an Observer whenever he could, to keep in touch with his friends "on the bank".

He continued to rise as a Clerk until becoming one of the select few international Race Directors, while also being selected as an MSA Steward and becoming almost a fixture as Stage Commander on the Dalby Forest stage. He also managed a spell as Chairman of the North-Eastern Region of BMRMC, before becoming a council member of the BARC and for a long period the Vice-Chairman of the club. He was appointed an Officiel d' Honneur of the MSA on his retirement as a Clerk.

All this was fitted around a busy and successful career in marketing, which saw him rise to be the Managing Director of a thriving knitting wool manufacturer; he managed to tie this in to his motor sport passion via the Wendy

Wools Championship. In his retirement he became Chairman of Chapelton and Harehills Enterprises, which creates and promotes training and job opportunities in a deprived area of Leeds, and it was for this work that he was awarded the MBE. He was also involved in the Leeds Pianoforte Competition, several wool

i n d u s t r y committees, and studied the history of Art, and on his move to Thornor he was much involved in the life of the Parish Church.

Peter was a born communicator, who understood people; and whether it was at Carter and Parker, or CHEL, or in Race Control he knew how to get the best out of those he worked with, and lead them on to achievements of which they did not realise they were capable. When Peter first started at Harewood, he asked me one day "How do you make progress here?", to which I replied,

"Well, you start at the bottom at Country and work your way up; and when you get to Quarry, you know you're at the top". Peter's combination of determination, ability and "feel" for people ensured that whatever task he took on was a road to the top.

We send our sincere condolences to Liz, Sue and Chris and all the family; Peter will be missed by so many people who enjoyed his good company and good advice.

Tony Hodgetts





Dear Pat

I was delighted to learn of my old circuit rival Ken Simpson's impending entry into the noble art of speed hillclimbing from his letter in the last issue of the 'Times'.

Ken and I had some fine dices during the BMW Car Club Championship, and well do I remember beating him by inches at Silverstone, a situation that he convincingly reversed on an equally memorable occasion at Zandvoort. Ken always had the skill, but I had the grunt.

To have competed together is definitely a plus, to answer his question, and I look forward to welcoming him to our sport.

And, incidentally, I have not yet reached my prime Ken.

Regards  
Peter Herbert

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Dear Pat

I write to express my appreciation of the running of the meeting last Sunday.

I was impressed by the promptness of the start of the meeting, the efficiency of the paddock marshals and particularly the speed with which we were prepared for our runs by the startline crew. Clearly, there was a determination amongst the officials to ensure three timed runs for us all (barring serious delay due to accident) which was evident to competitors.

All those involved are to be congratulated. I am sure their efforts enriched the whole day for competitors and spectators alike. Many thanks and well done!!

Peter Rhodes (Westfield SE, class 4)  
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### 'Bing' says thanks

'Bing' Crosby wishes to thank all the people who visited and rang him during his recent bout of immobility. (He fell off a ladder whilst hanging a picture).

Thankfully 'Bing' is on the mend. He was at Harewood along with his two buddies Bob North and Harry Mason at the May Saturday meeting.

## Practice plus 2 or 3 timed runs

*Don Burt*

During the last two seasons we have not achieved the desired three timed runs. Having analysed the days activities there are two main factors that decides whether or not we achieve the desired three runs.

The first is a good start to the practice runs with competitors coming forward quickly to keep the clocks running to capacity. If we lose time on the practice runs we are unlikely to be able to recover the time during the meeting.

The second is competitors coming prepared to start and coming forward when called by the start marshals. The course controller aims to start a car every 18 - 22 seconds and it can be seen that if we average twenty seconds with no "offs" we should complete a run of 155 competitors in 52 minutes. Our average for last season with ten minutes lost for "offs" was 93 minutes, i.e.: we lost 31 minutes because competitors were not ready when the course controller was ready to release a car. It takes some 15 seconds to line up a car, chock it and for the timekeeper to signal the course controller that the car is ready, therefore if the competitor starts to warm his tyres as the previous car is released we will never achieve the optimum number of runs.

If we are to achieve three timed runs at every meeting the competitors must play their part by ensuring that practice runs smoothly by being ready in time and that they present themselves to the start quickly.

### *Events*

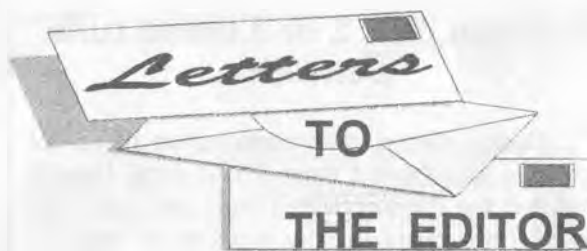
All meetings will start at 9 am so that everybody involved, officials, marshals and competitors have a standard routine to work to. Should we have a meeting with a small entry we will aim for an early finish.

### **TO RENT**

The Farmhouse at Harewood is  
for rent.

Anyone interested should contact

Mike Kempley on 0113 288 6441



Dear Pat

Having forgotten to attend the Classes Forum again, I have at last found my pen and feel that I have to write in and air my views of the decision to continue with the 'floating' bogey time scoring system to be used for the Championship for the fourth year running.

Supposedly the faster you drive, the more points you score and the higher up the championship you finish, however, under this system, the faster you drive, the less points you score (in effect) and the following scenarios are possible.

If, in an early round, a driver has a 'perfect' run and lowers the record by a large amount, they have in effect handicapped themselves as it is now possible for them to beat the record standing at the beginning of the season by a fair amount at every round and yet still finish below a driver in another class who gets consistently close to his class record in every round, yet never actually beats it.

Also, having had such a perfect run, if one or more of the following rounds are wet, they are again disadvantaged as they will score less marks than they would have done if they hadn't driven so fast. I know the dropped score ruling could negate this but how many times does it rain at Harewood?

Again, if a driver visits the hill in a particularly quick car and smashes the class record, the championship contenders in that class are then penalised compared to the classes where this does not happen. I am quite confident of lowering the Class 7 record by a decent amount (new engine permitting, new tyres on, spare tyres off!) but I will not be entering the championship, so why should the regular championship contenders be penalised.

These points are all speculative but the playing field would be level again if the old system of plus 18 points returned. I was told by Chris Seaman that the floating system was introduced as a temporary measure until the new classes had settled down. Surely after 3 seasons this is the case.

Obviously it appears that I am in a minority of one but I would like to know what other competitors think as it not only affects the high points scorers but the lower points scorers as well because the

lower the record, the less points you are scoring even though you are driving just as quickly.

On a lighter note, bearing in mind the articles in the last few editions of the 'Times', I have not yet attended the Harewood Hillclimb Driving School, only visited it to watch, but by just sampling the atmosphere of the school and feeding off the vibes from the event, my driving has improved and I am now cutting every corner at Stockton Farm using a perfect racing line. Yes. It is that good!

As to Harewood hosting another round of the MSA Hillclimb Championship may I instead suggest that they just invite the 20 quickest cars to Harewood and they can have a weekend to themselves. This would provide just enough time for the practice runs, the timed runs and the run-off. There would even be enough time for the track to be cleaned and the kerbs re-painted between the individual runs of the run-offs (so no change there then!). Not that I am saying that the run-offs drag on a bit and cause the event to grind to a halt, it's just that having witnessed one from start to finish I did actually grow a beard.

To end with, it's not all criticism. In all my years of hillclimbing and sprinting I have still not yet visited a venue where the officials have been so helpful, understanding and accommodating, not to mention good sports, where the marshals are so appreciative, professional and supportive and where the competitors are so friendly and welcoming and some of them so, so easy to wind up! (That goes for some of the officials and marshals as well!) Harewood is still the best hillclimb on the mainland, long may it remain so.

Cheers

Paul Nutter

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Dear Pat

It is approximately 10 years since Paul first wrote to me regarding the championship marking, I'm sure the system he was complaining about then is the one that he wants now!

I appreciate Paul's thoughts expressed in his latest letter and note that he states that he is "confident of lowering the class 7 record by a decent amount". Under the fixed bogey time system, which Paul would like to see, this would enable him to score highly at every round (weather, mechanical mayhem and skill permitting) and presumably win the championship, if he so chose. The fact that Paul considers the record to be so

easy (in a 25+ year old car) surely illustrates that the records have not yet 'settled down'

Perhaps if the expression 'floating' was dropped and instead Paul, Brian and Richard think of it as the class record +18 it may seem a little easier to understand. Even though I am a relatively simple person I understand why it works and whilst it is by no means perfect, I believe it is the fairest system available to us at this moment in time.

I have always enjoyed watching Paul drive and I look forward to being present when he breaks the class 7 record by a decent amount and whilst it may cramp his very flamboyant style, it would be exciting to see if he can do it without straying too far from the tarmac!!

Chris Seaman  
Competition Secretary

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Dear Editor

So Paul has thrown his hat in the ring. I agree 100% with all the sentiments contained in his letter regarding the Championship scoring.

That we have the 'floating' system for another year is due to no-one challenging it at the Classes Forum. I have, in the past, conveyed to Chris Seaman (Competition Secretary) my opposition to the above system but I felt it was not my place, as I am no longer a current competitor, to pursue the matter further. I must say, wearing my organisers hat, that it is extremely difficult to publicise and 'sell' the 'floating' system to the press and the public. The 18+ system was difficult enough for most of them to understand and the 'floating' system becomes incomprehensible. The sooner we get back to the more simplistic form of marking, the better for all.

I know Chris's reasoning for maintaining the 'floating' system, ie 2 classes are way under their potential regarding the record, the suggestion is that if anyone came along with a quick car they could walk the Championship, but unfortunately this has always been the case.

Paul, you are not in a minority of one, you are in a minority of two - perhaps three for I know that Richard Hargreaves has often tackled Chris on this very subject but perhaps Richard would

prefer to fire his own bullets.

I hope Paul enters Harewood this year, we need drivers of 'The Nutters' calibre. Often people win classes because of lack of quality opposition. Ideally, I would like to see a driver in each class of Paul's ability, I am sure many records would tumble.

Tongue in cheek - yes, but Paul is right when he mentions the advantages to be gained by attending the Driving School. If you haven't tried it yet, then you've probably not reached your full potential.

The above is part of my original letter but one of the benefits of being the editor's husband is I get to see replies sent in so can immediately respond. Some people may say too quickly! Two things I must take Chris to task on, he ought to understand the 'floating bogey' system, he originated it.

I know people will say 'come out and prove it' and the following remarks are not part of a mutual admiration society, but Chris knows if he, Pat or I came out in a Midget in Class 1 we would be 3 seconds under the present record. My main point is 'why should the Championship be held under a system which penalises the quick?'

By the way, a 1275cc Midget is 35 years old.

To go back in the mists of time, and to undermine Chris's protection of the Harewood Championship, why did he change in 1972 in the national Castrol BARC Championship from Class 6 (Marque Sports Cars on race tyres) to Class 9 (Fully Modified lightweight sports cars on race tyres)? Answer - because the records were considerably easier to gain maximum points than the ones in Class 6, so why attack a system that you have taken advantage of in the past?

I know my letter is almost a carbon copy of Paul's but I hope Paul has stirred a few of you to pick up your pens or hit the keyboard, for after all, it's your events and hillclimb championship that are affected.

Brian Kenyon

## FOR SALE

### **Caterham parts for sale**

Convert your k-series to a 138 bhp Supersport for **£300** - cams, sprockets, valve springs, spring caps and ECU.

Also plenum, injectors and filter from 1600 Supersport **£70**.

Standard 3.92 differential **£60**.

All done less than 4,500 miles.

Juno front and rear springs for fast road/track use - unused **£30**.

### **Wanted**

Brian James Minno trailer in good condition. Sensible price please. Will pay up to £1,000.

**Contact Dale Cordingley on**

**01274 733321 (work)**

**01943 874183 (home) or email**

**dale.cordingley@btinternet.com.**

## FOR SALE

### **1993 Renault Clio Williams.**

Sodemo built engine with Sadev 6 speed dog box with LSD 4 plate paddle clutch and much more finer details. Prepared and built by Harlow Motor Sport and maintained by Nicholas Smiths of Skipton to a very high standard. Immaculate both 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 gearbox. 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)**

## FOR SALE

Set of 4 Split rim wheels, white 8 spoke centres  
2 of 13 x 6.5, 2 of 13 x 10. Suit Jedi + **£400**.

Tyres on the above- 6.2-20's & 9-20's. Newly cut to wets by BMTR. **£100**.

Scitsu Tacho for 2 stroke bike. **£40**

Racetech Water temp gauge. **£30**

Elliott Tacho 0-8k, 8cm white face. Brand New.  
**£75**

**Tel 07899 063931 or 01423 340582 eves.**

## FOR SALE

4 off 6 x 15" Vauxhall Alloy Wheels  
(5-stud fitting) -  
**£200**

also 195/65HR15 Vredestein'Wintrac' M&S  
tyres; all 6-7mm tread -  
**£120**

**or £250 the lot.**

**Contact: Richard Hooper 01943 874048 (H)  
07909 913188 (M)**

## FOR SALE

**1982 Royale RP30 Vauxhall 2 litre**

**1981 Classic Sparton FF1600 - Auriga**

These two well known Harewood cars, fully described in the Yorkshire Centre Times Issue No 84, are still available to a discerning buyer.

**Ring Tony an 0191 413 4289 to discuss a quick sale at new reduced prices.**

# MOTORING MASTERMIND

Quiz by Barry Newton

## Motoring Mastermind Round Two

What an erudite lot you all are! I think I shall have to raise the standard or resort to devious questions. I could still do with more support to make it worth the time and effort involved but, for the moment I assume, it does provide some interest and, perhaps also, for those who do not participate. Round two produced no less than three winners all scoring nineteen out of twenty, which I would rate as first class honours, but it does pose a problem as to whether the prize should be worn for four months each throughout the next twelve months or we should have two knock out questions. I decided that the knock out questions would avoid squabbling as to who should first wear such elegant headwear and those questions are set out below.

1. Where is "Virage du Nouveau Mond"?
2. Which driver was nicknamed "Phi-phi"?

Please, will Tony Hodgetts, Peter Herbert and John Green engage first gear, spin their slicks and get the right answer to Pat as soon as possible. The correct answers are set out below. Perhaps, an explanation of the nicknames would be interesting.

1. *The Professor*: Alain Prost

For his cool and calculating precise driving winning races at the slowest possible pace to conserve the car.

2. *Der Regenmeiste*: Rudolf Carraciola

Master in the Rain has demonstrated by his achievements on circuits such as the Nurburgring and Bremgarten in Switzerland on a cobbled surface where his performances were stunning.

3. *The Pampas Bull*: Jose Froilan Gonzalez

For his physical appearance and bull-like driving style. A short career but an explosive one.

4. *Le Papillon*: Mike Hawthorn

So called because of his habit of always wearing a bow tie in the cockpit and given this name by the French as Papillon is French for butterfly.

Your answers please to:

Mrs Pat Kenyon

'Hillside', West Lane, Holdworth

Loxley, Sheffield, S6 6SN



5. *El Cheuco*: Juan Manuel Fangio

Given this name because of his "bandy" legs.

6. *Nino*: Doctor Giuseppe Farina

A friendly nickname given to him by his colleagues. The first world champion in 1950.

7. *Black Jack*: Jack Brabham

So called for his swarthy complexion and, possibly, because he was not frightened to get hands dirty as a former Cooper mechanic.

8. *Pinochio*: Onofre Marimon

Fangio's protege who lost his life whilst practising for the 1954 German Grand Prix. Small in stature and with facial features not dissimilar from Pinochio.

9. *The Flying Scot*: Jim Clark

He was the first to be so named, for obvious reasons, but there have been others, namely Jackie Stewart and David Coulthard (not, however, of BARC fame).

10. *The Silver Fox*: Piero Taruffi

Silver haired from an early age and a calculating, clever long distance driver, more associated with sports car than Grand Prix.

Answers to the questions on circuits are almost 100% correct. The nicknames proved more difficult, Tony Hodgetts doing particularly well and sticking only on Pinochio where he phoned a friend, asked the audience, went fifty/fifty and still got the wrong answer!

Congratulation to all concerned and, particularly to Richard Spedding for whom a lot of this would be akin to answering questions on the Napoleonic Wars. The lowest mark was still a very creditable fifteen out of twenty, which speaks volumes for the quality of the entry and/or the feebleness of the questions!

Kind regards

Barry Newton



## 24 Hours of just going around in circles

*Malcolm Pittwood*

On the weekend of the 14th and 15th October 2000 two near standard Volvo S60 saloon cars make an attempt on the National British Class D endurance land speed records at Millbrook Proving ground in Bedfordshire. The organiser of the successful attempt and one of the drivers is BARC Yorkshire Centre Member, Malcolm Pittwood. Here is his personal account of this event.

The voice of Brad Joyce came on the helmet headset as I drove past the lit pit area - "... reduce speed to an indicated 142/143 mph please...". Responding with a brief acknowledgement, it was then clear that I was all alone on the Millbrook High Speed test track in the 'journo' Volvo S60. The 'Professional' car was no longer running and it was now the task of the 'Journalists' to get their car home, with 13 hours of the endurance record attempt still to run ..... the pressure was on to stay focused lap after lap.

Officials of the Motor Sports Association had asked if they could put my name forward to Car Magazine to assist the EMAP Active Group in their plans to make an attempt on International and National endurance land speed records. The aspirations of the magazine and the Channel 4 motoring programme 'Driven' were to get into the record books and get widespread publicity for Volvos new S60 sporting saloon car. Race and rally preparation specialists Prodrive had been tasked with preparing the two cars - "when they arrive in the UK from Sweden".

To meet a filming schedule for the Channel 4 Driven TV series and to get the car(s) to the Motor Show at the NEC should records fall, the attempt had to take place over the weekend of the 14th and 15th October. Just 40 days to plan and execute the attempt - not a lot of time but enough I hoped if a lot of favours were asked of the people who make UK based record attempts work. A lot needed to be done!

An early question for the official attempt authorisation form was to list the drivers who would handle both cars. It was at this point that I was surprised and flattered to be asked to put my name forward as one of the team drivers in the 'second car'. The 'first car' would be driven by professionals from the British Touring Car Championship (BTCC) whilst the second would have road test journalists on board. Prodrive prepared two identical cars and either would be capable of breaking the existing records.

As one of the 'novices' on the high speed bowl

my first action as a driver was to see whether I could adapt to the high speed bowl. Given a long enough and unrestricted straight length most people can drive at 145 to 150 mph. My first ride in the Vampire jet car a year earlier was nearly 50 mph faster than those speeds, so driving a saloon should be no problem. The Millbrook high speed banked bowl places the driver at an angle all the time and you have to steer left all the time to keep the car off the armco barrier at the track edge. To see what is ahead you have to keep looking left and it seems you are always about to drive 'uphill'. To avoid any visual problems your sighting has to be many hundreds of yards ahead of the bonnet and needs frequent adjusting. The high speed bowl fifth lane has a hands off speed of 100 mph - in other words the car when left on a straight ahead wheel position at 100mph does not need any guidance but above this critical speed the driver is making corrections all the time.

A speed of 130mph speed is the threshold at which the regular Millbrook drivers demonstrate that they are capable of running the test programmes that manufacturers require. As I moved up steadily to that speed I was overtaking all other cars circulating the track - not quite as full as most motorways but closing speeds made it necessary to exercise care at all times. One of the techniques for driving was to wedge the right elbow against the window to hold the wheel on left lock and use the left hand to make adjustments to the line of the car as it bobbed and weaved over some of the rougher concrete patches. After about thirty minutes it was time to pull off the bowl to check the tyres - particularly the offside front which takes most of the loads.

Once my initial assessment drive had been concluded safely the next stage would be to show the management of Prodrive that I could handle the Volvo S60 in day and night conditions at a pace that would allow the car to break the existing records. So it was soon back to Millbrook for a day and night 4 hour test. The silver S60 looked splendid sitting on the apron at the edge of the bowl alongside the Prodrive BTCC team transporter normally used to carry the Mondeos driven by Alain Menu, Anthony Reid and Rikard Rydell. I was to be second into the car after Rikard Rydell had given the car an hours running at nearly 140 mph.

After suiting up and with radio earpiece under the helmet it was my chance to drive the Volvo for the first time. My only previous Volvo experience



had been a sprint meeting on Lydden Hill race circuit when I had been loaned a special saloon car fitted with V6 Renault engine and Hewland transaxle. The seat belts were let out fully and refastened to secure me into the tight high backed racing seat that had been fitted. With a full check around the car completed it was off the air jacks, start the engine and out onto the bowl after a final radio check. Accelerating swiftly up to 100 mph it was up into the fifth lane once again, this was becoming a familiar piece of road.

With helmet on, the feel of driving and the view ahead was slightly different but I was soon up to the required indicated 145 mph and passing every other car out on the track. 20 minutes later I am called back in and a glance at the driver suited up ready to go next confirmed that British Touring Car Champion 2000 Alain Menu was to drive. Just before my stint started Alain had come over to shake my hand, introduce himself and offer a few words of encouragement. After removing my helmet I was greeted by the third professional driver on the team - Anthony Reid who asked how I had found the car. I had found the then setting sun a problem on each lap but the car rode the surface well and the higher up the lane, towards that unyielding and rusting armco barrier, the easier it was to drive.

In no time at all the unlit track was in total darkness and it was my turn to go out again. Once strapped back into the car it was off to repeat the earlier speeds. Even with headlights on full beam, their adjustment just did not give me the confidence to drive as quickly as I had done in full daylight or even twilight. It took nearly 20 minutes before I was able to reach the lap time which the car needed to sustain if the records set by a BMW and an Alfa were to be beaten. The Prodrive team did not have anything harsh to say about my driving, I had done as instructed, so I was to remain in the number 2 car for the attempt in just nine days time.

As planned the team from Prodrive, the media from Driven and Car magazine, the timekeepers, the scrutineers and safety teams, along with the members from the Speed Record Club who had agreed to marshal at trackside, duly arrived at Millbrook on Saturday 14th October. My final preparations for the attempt were underway. Having ensured that the officials found the arrangements were acceptable for a National British endurance attempt it was time for the two teams of drivers to practice the all important driver changeovers in the pits.

The schedule for the attempt had been worked out with the cars allowed to be stationary

for just 30 seconds when only fuel was added or just over one minute when the tyres had to be changed as well. Quick driver changes were a must. So we practised undoing seat belts, unplugging the radio connector and pulling the driver out of the seat before throwing yourself into the car, reattaching the belt buckle, plugging in the radio lead and driving off when told.

George Howard-Chappell was running the vehicle operations from his role as the Chief Engineer of Prodrive and he announced who would drive when in each car. The speeds we would achieve were to be dictated by the car controller who would be our radio contact when at the wheel. I was given the 4am to 6am slot in the 'Journo's' car (as it had been dubbed by the mechanics and refuellers) in other words a full stint in the dark - oh dear! I just hoped that the lights were better adjusted and that nothing would cross my path early in the morning and what about fog and dew?

The attempt got underway just before six in the evening once we had been given exclusive access to the high speed bowl and the MSA Steward was pleased with the track safety arrangements. Anthony Reid proceeded to show why he is a professional driver by straddling the yellow safety line on the outer edge of lane five at over 152 miles per hour for the first hour and 149 mph there after. Circulating lap after lap at that pace until 8 o'clock when he handed the 'journo car' over to the presenter and journalist from the Driven programme Mike Brewer at 'our' first change. The professional drivers kept up a slightly slower pace to that set by Anthony but they had a fuel pick up problem just before the end of their first two hour stint with the car coasting into the pits as if they had run out of fuel.

My job during the early stages of the attempt was to make sure that the film crews and photographers remained safe in the pits whilst sorting out their on board cameras and recording equipment during the driver changeovers. Before getting some sleep ahead of my drive in the car I had to do 'a piece to camera' for the Driven film team. Mike Brewer was told that during his drive he and Anthony had broken the existing land speed records at 3 hours, 500 kilometre and 500 miles at over 141 mph.

Awake ready for my turn to drive and after an early breakfast - a can of energy drink, it was down the banking from the infield to the pit area to report into the car crew. There are long faces all round and I am told that the 'Pros' car has had a drive shaft CV joint failure that has taken out the power steering. The Prodrive team had been practising

a drive shaft change on an S60 road car when with little warning they had to do the task for real. Within 8 minutes, which included the out lap from the pits the 'Pro' car is circulating as fast as ever high up on the fifth lane where the loads are less.

At just after 4 o'clock in the morning Mike Duff brings the 'journo' car to a halt. As the air wrenches chatter away on all four wheels and the dual fuel fillers go into the tank, I pull Mike from the cockpit and slide into the seat and the belts are fastened. It is lap 696 for this car (of the nominal 2 mile long oval) and there are 14 hours still to go if we are to break the 24 hour record. The signal is given to leave the pits and with a glance to see where the other car might be (its not in sight) its a swift acceleration up through the gears and sweep past 100 mph up into the fifth lane. The engine management system does not seem to respond to the rapid move from the flat to the banking and the engine feels as though there is fuel starvation, but within a lap this is cleared and its up to a 150+ indicated speed. Tightening the seat belt shoulder straps as I reach my track position I am thankful that the headlights are well set and my first four laps are run at an actual average speed of 145 mph.

A radio check as I pass Brad Joyce in the pits and he politely reminds me to set my speed at a speedo indicated 147mph and no more. Off into the dark I head with an hour and fifty seven minutes or so at the wheel still to do. With no track lighting it is the lane marking white lines guiding my course, with just the bridge lane markers and the lights of the pit visible near the end of each two mile lap. Concentrating on maintaining a constant speed I choose not to have the car radio or CD player on. Some drivers liked the banal early morning chatter of the DJ's of the local 'pop' radio station, whilst others loved loud music. I watched my speed and mileage and played mental games of working out my actual average speed and how many laps I would have to do.

After a short while I could see that the 'Pro' car was back into the pits on a routine driver change pit stop. It is difficult to know at what time into my session that I was aware that Alain Menu was behind me but his headlights were soon moving from my nearside door mirror into the main mirror and he got closer and closer. As he got within range I signalled left and dropped down into lane four. No sooner had Alain passed and signalled his thanks than I slotted in behind him on dipped headlights. For a while we circulated in close company, before his scheduled speed took him away from me and out into the night. Just for a

moment I could say that I 'raced' with the 2000 British Touring Car Champion, but of course this was not a race between two cars, it was an endurance event carefully orchestrated by George of Prodrive to gain as many records as possible for either car.

I was to be passed once more at speed by Alain in the first hour of my stint but then I could see that he had made an unscheduled pit stop. Knowing that he had been driving for an hour without power steering I was not surprised that he may have had to stop. On lap 788 after 1 hour and twenty minutes at the wheel, I got a message in my ear from Brad " ... reduce speed to an indicated 142/143 mph please...". I am not told why - that amount of message cannot be passed to the driver as the car is only in radio contact for a small part of each lap - but the 'Pro' car is no longer visible in the pits so it has clearly been retired. I am now driving the only car that can break the records from 12 hours onwards and there is still 30 minutes of my first stint to go and just under 13 hours of the whole attempt. As well as my mental calculation games and stretching exercises to stop arm and leg muscles from cramping up, there is now the added distraction of listening to the sounds of the car and the feel of vibrations, to judge if our car is going to have problems.

I get the ten laps to go warning from Brad Joyce and as they count down further I get the final message to prepare to pit, loosen the straps of the safety harness and unplug the radio on the last lap. The last message I acknowledge is the call with a lap to go to start the approach to the pits from the mile and three quarters marker - a small unlit blue and white sign on the outer edge of the track.

On my 'in lap', as I start to throttle back I feel tightness in my right thigh muscles and at the same time I totally miss the braking point marker. Inside the car I feel that I can still stop at the pits even braking as the mile zero marker arrives! What a mistake, brought on by a lack of appreciation of how much speed I am still carrying and that I am in lane five, when I should be dropping down the banking into lane one. The pit crew can see what is about to happen and as I prove that ABS allows you to maintain control yet does not shorten stopping distances, they are heading for the grass bank alongside the pits. I can hear the tyres squeal inside the car as they lock and unlock.

I do not attempt to steer into the pits area where the refuelling rig and other equipment is laid out. But at 50 mph I overshoot the pits position, driving in lane one, by more than 10 car lengths. I

stop on the pit exit apron and the engine dies just as the crew frantically wave me on to do one more lap. Thankfully the engine refires and I take another lap (lap 830 of this car) so that the Prodrive crew can recover their composure and I can stop in the correct refuelling point. Next time round I get it right and stop where I should. The fuel fillers go in and the door opens. Being unable to stand on my right leg I am dragged from the seat and collapse onto the floor beside the car as the journalist Matt Franey gets in.

A stop that should have lasted about a minute and a half with a check on the drive shaft becomes (with an extra lap) a three and a half minute mess - and it was all of my doing. What can you do in a situation like this where you have wasted the equivalent of one flying lap? I get the Driven camera pointed in my face to explain what it was like to drive the early morning stint! My quote along the lines of "S\*\*t, driving is no problem when we are not flat out, but bl\*\*\*y stopping seems to have proved difficult!!" was a piece that would not be broadcast.

My black mood was only helped slightly by the news that most of the other drivers had overshot the pit and even John Cleland had arrived sideways after his first stint in the 'Pro' car. Later Matt Franey would point out that braking from the mile and three quarter board meant we had about a quarter mile less distance than we had when we first practised with the car. What do they say about length doesn't matter?

My contribution to the attempt was to be at the wheel of the Volvo S60 as the 12 hour standing start class D speed was raised to 138.49 mph, from the existing 121.91 mph record. My name would also be recognised as contributing to the standing start 2000 mile (137.25mph), 5000 kilometres (135.75mph) and 24 hours (135.10mph).

I do not get a second stint at the wheel because with the 'Pro' car sidelined it was rightly felt that Rikard Rydell and John Cleland (both of whom have links with Volvo UK) should get a drive and some records. Instead I return to the administration of the attempt and control of the second Driven film crew, who have arrived to record the exploits of Mike Brewer as he concludes the attempt.

As the final hours seem to move slowly by the twenty four hours eventually draw to a close. Twenty four hours of the car running, but over thirty six hours since I and many others had started the whole event. A final stop was made to set the onboard cameras complete with a scare that the driveshaft gaiter on our car was split (all the grease

had run away). It was left to Mike Brewer to bring the 'journo' car at much reduced speed over the last hour to the finish line and final scrutineering checks. With the formalities over it was time to celebrate the success of the team. After 24 hours running the car had exceeded 17 UK Class records (Anthony would claim one record from the 'Pro' car) and we were only 3.5 miles an hour short of the outright British 24 hour record. The car had travelled further than the 2000 Le Mans winner. My name is now against the four records as all have been ratified by the MSA.

Quite a change from sprinting in my road car or organising jet car and rocket bike speed record attempts or even endurance karting. Thank you EMAP, Channel 4 and Volvo and of course my fellow drivers and the Prodrive crew.

## HAREWOOD IS NOT A FARM

I repeat, the Harewood Speed Hillclimb venue is not a farm and has not been for a number of years.

The Harewood Speed Hillclimb was purchased by Harewood Hill Ltd as a permanent, dedicated speed hillclimb.

The sheep that have been occasionally seen on the Harewood site belong to local farmers and are there as lawnmowers. They were taken off the venue at the start of the recent crisis and have not returned, and are not likely to return until such time as it is safe for them to do so.

I hope the foregoing will dispel rumours that have been flying around in recent weeks.

***Why not pay a visit to the Harewood web site?***

***It will give you up to the minute information***

***During the season it will give meeting results and championship positions***

***Harewood web site  
www.harewoodhill.co.uk***

# 2001 DRIVING SCHOOLS

*If you are happy with not being up with the class leaders.*

*If you are happy with mediocre times*

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**[pkenyon@holdworth.fsnet.co.uk](mailto:pkenyon@holdworth.fsnet.co.uk)**

**Dates:**

**Thursdays May 24th  
August 23rd**

# PLEA FOR ANNUAL COMPETITIONS ENTRANTS

As you can see from the current positions of the Harewood Awards 2001, we only have 11 entrants.

I would like to see more to make it a wider spread (and perhaps more representative) of the membership of the Yorkshire Centre.

There is no cost involved, no need to continually send me updates. Just return the slip enclosed with the last 'Times'. The Annual Competition is open to officials, marshals and competitors alike who are members of the Yorkshire Centre.

At the beginning of the year you all received a form but if you have lost it, I will be able to furnish you with another.

## **Awards positions after Easter**

1	Richard Hardcastle	Off	6
	Tim Bendelow	Mar	6
	Steven Dunn	Comp	6
4	Bobby Fryers	Comp	5
	David Dalrymple	Off	5
	David Spaul	Comp	5
	Graham Wride	Off	5
8	Peter Green	Comp	4
9	Andrew Ball	Comp	3
	Mark Pocklington	Comp	3
	Carol Wride	Off	3

Tim Bendelow  
Administrator



## Harewood Speed Hill Climb Merchandise

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# BARC YORKSHIRE CENTRE HISTORY 1968

*Tony Hodgetts*

The February 1968 Circular contained a price list of admission charges for spectators in the approaching season. Five shillings (25p) got an adult male into the Hillside enclosure at major meetings, while an adult lady could attend Saturday practice for one shilling (5p). A member's double season ticket cost £1.

The season kicked off with a Croft race meeting which had a poor entry, dreadful weather and a good crowd of spectators - all three probably the predictable result of running a race meeting in March! Familiar names among the winners were Harry Ratcliffe, Tony Dean, Alan Mountain and Brian Robinson.

Peter Lawson opened his bid for the RAC Hillclimb Championship with two wins, then he came to the Harewood Spring National to set the BRM up for serious work later in the season by taking FTD from Martin Brain and David Hepworth. A couple of weeks earlier Peter and David had occupied the same positions, split this time by "Fast Fred" Smith. Class winners included Chris England, Colin Grewer, Nicky Porter, Alan Mountain, Malcolm Dungworth, Peter Voigt, Maurice Starbuck, John McCartney and Jimmy Johnstone. Now that's a fair roll-call of Harewood regulars from 30 years ago.

The Sleuth's Mug, the annual brain-teaser masquerading as a Treasure Hunt with an impossible time schedule was won by Henry Holliday with Mike Wilson doing the navigation from Keith Haigh, with Geoff Winder next. The winner had the dubious honour of organising the next year's event, which made sure that no rare combination of devious mind and demon driving hogged the trophy.

The May Croft race meeting was marred by Dickie Stoop's death after he crashed at Barcroft, which took the joy out of the day, as Dickie was very popular and respected. One of the results was an immediate revision by the RAC of the procedures for obtaining medical certificates, and their inspection at signing-on. To this day, if I'm acting as MSA Steward, I take failure to present a licence and medical certificate very seriously. We were all very aware that it could have been much worse, and I don't think any of that day's officials will ever forget the incident.

The cover of the July Circular bore a photograph taken from the start line looking up the hill at the huge crowd which completely filled the hillside car park. Inside, the report on the recent Scarborough weekend recorded that an excellent event had been won by Peter Millman in his Fiat 124 from Gordon Chippindale's Ford Cortina GT, both taking Scarborough Gold Cups for achieving three consecutive Scarborough Cups. Third place, and the opposite class cup, went to Bob Moorhouse's Lotus 7.

By August the Editor (John Stroud at this time) was reporting that Peter Lawson had secured an unstoppable lead in the 1968 Hillclimb Championship. The E.A.Denny Trial was won by John Busfield, followed by the versatile duo of Gordon Chippindale and Peter Millman. Tony Lanfranchi made his Formula 1 debut in the Oulton Park Gold Cup, finishing 5th in a BRM after 1. a steady rather than spectacular drive". in the woods, Bob Bean was leading the Motoring News Championship (and 30 years later he's still appearing in International Rallies, including the "RAC").

June's Montague Burton Trophy hillclimb enjoyed suitably flaming weather and a new hill record (guess who). Ken Lee pipped Nicky Porter and Tony Fall to a new class 3 record, in spite of announcing beforehand that he was going to retire as he thought he was past his prime! in all nine records fell, and this at the last meeting before the resurfacing of the hill. Peter Kaye finished 5th. in the top tan run-off in his Cooper "S", ahead of some serious and appropriate machines. The Novices' Hillclimb was joined by invitation by the VSCC, who produced some delectable machinery including the ex-Bira ERA "Hanuman", which duly won its class in a blast of calico-ripping sound.

September's National Hillclimb saw the first appearance of Peter Lawson as the new 1968 Champion followed by the best-ever entry on the newly resurfaced hill. Peter broke his own course record on three consecutive runs, leaving it at 41.43 seconds; and in spite of poor weather and mud on the road, six others made it into the record book, including Alan Mountain, Peter Voigt and Jimmy Johnstone.

In his "Mainly Personal" column MSW noted

with his usual prescience that while the Centre's traditional events were seeing declining entries, in common with most other clubs, the trend at Harewood was of rising entries and ever-improving competition. He foresaw the possibility that the Centre could eventually become a one-discipline specialist.

November's Circular reported that Phil Cooper finished in 4th place overall in the RAC Rally as a private entrant, despite losing all the Mini's Hydrolastic fluid on the first stage. The hillclimbing season was capped by the 8th. Scarborough Hillclimb, which saw the debut of David Hepworth's 4.5 litre Hepworth FF, which sadly chewed its gears; but we'll hear more of it later. Chris England still had the under-1300 Touring Car class firmly under control, and all the other "usual suspects" were there to leave their marker on the class results to mull over in the off season. Particularly impressive was Peter Voigt, who clipped 2.46 seconds off the previous class record, then rolled the DRW into a ball at Mere on his next run and handed the very first Harewood Championship to Jeff Goodliffe, who clinched it with a new class record during the Top Ten run-off. Lovely event. Much missed!

The Centre's competitive season wound up with the Greenwood Cup trial, won by Edgar Wadsworth in that Denzel. For those of you who are not familiar with this device it was a two seater sports car based on the VW Beetle. it was built in Vienna by Wolfgang Denzel (whose VW showroom is still there on the ring road), and apart being prettier than a Karmann-Ghia VW and lighter than a Porsche it was a very competitive little car and Edgar's sample was very hard to beat on production car trials, and road rallies right up to international level.

Wrapping up the year the Centre's dinner-dance at the Queen's Hotel was a rousing success, with the ballroom filled with 400 guests. Apart from the antics of certain parties with the fairy-lights, the highlight of the evening was undoubtedly the cabaret, a hilarious and distinctly slanderous production by Messrs. Wilson, Mason and Barlow which ruled off 1968 on a suitably irreverent note.

### ***e-mail***

Hi Pat

Great weekend (May events) - been talking to the Caterham lads, they said it was faultless. Couldn't have been better.

Ian Maddison

## **NEW DRIVING SCHOOL INSTRUCTOR**

We have recently strengthened our Driving School team with the introduction of Peter Herbert. Peter has the perfect pedigree to be an instructor having started in his road car, progressing on to his Westfield.

Peter honed his skills at Harewood and became the class record holder and Harewood Hillclimb Champion before taking on the challenge of the national hillclimb scene where records fell to the Moulton driver.

A sometime circuit racer in his spannerman Russ Cockburn's BMW, Peter recently was not content with national success, and rose to the challenge of the European hillclimb circus. Again in one of Russ' BMW's.

Peter, as with all the other instructors, is enjoying imparting his knowledge gained over the years, to a new crop of hillclimb pupils.

## **PRE- SEASON IMPROVEMENTS**

### ***Brian Kenyon***

As usual Harewood has undergone a facelift during the winter. The gravel traps have been re-graded, new Recticel barriers have been placed at Clark's - more are to be added I believe. The troublesome concrete strip at the entry to Chippy's has been replaced with grass and new 'thwacking' posts.

The marshals comforts have not been neglected with a splendid new paddock marshals office - wooden hut to you and me.

Sand and grass seed have been placed on the area to the left of the cattle grid. At the moment the jury's out on this. I personally think that it could do with a little of the pebbles removed so as to give the grass more of a chance.

Work has been completed by Wattle and Dorb, alias John Green, Richard Spedding and David Dalrymple.

# Heavy breathing from the Cat who got the cream!

*Dale Cordingley*

In the last Times I reported that I was attempting to get a little more power from my Caterham 1600 Rover k-series engine ..... well I have done it now and talk about the Cat who got the cream! I haven't stopped smiling yet.

In 1997 I bought the Caterham in the Supersport version, which is basically a tuned up version of the standard engine (115 bhp) which delivers 138 bhp @ 7000 revs and 115 lbs/ft torque @ 5000 revs. The Supersport costs around £1k more than the standard so it is not bad value and has served its purpose well. But now I am in pursuit of messrs Banner and Stokes and battling with Bob Bellerby and Mike Geen, so I thought it was time for some heavy breathing on the motor.

My target was to get around 180 bhp out of the unit without the need for a second mortgage. I talked to a number of engine builders, many of whom thought they talked a good story, but seemed to have little real ability apart from trying to take my money. A couple of them were asking around £6k to get 165-170 bhp, they must be joking!

After various research I came across a web site by a guy called Dave Andrews (<http://members.aol.com/dvandrews/>). Dave has helped a number of guys develop their k-series engines, including Mike Bees who broke the Harewood class 4 record late last year in his 1700 k series Caterham (much to Dave Banners annoyance). After talking to a number of Dave Andrews' proteges I decided to take the plunge and get my hands dirty and do it myself.

The k-series is an all aluminium engine and so its very light, but the problem is that it was designed originally as a 1400 cc unit and so the breathing is very restricted. The bottom end in standard form is good for 8000 rpm, so changes to the top end were called for.

My aim was to port the head and fit bigger valves, high lift cams, convert the hydraulic tappets to solid followers and fit a programmable ECU. Sounds easy! So in November the head, cams etc were removed, followed by two trips to Dave for advice and a demonstration on what to do.

Cams, verniers etc were ordered from Piper. A set of cutters and mandrells were bought for the head modification and then it was a case of rolling

up my sleeves and getting to work with the electric drill. The seat throats were opened up and the valve guides ground down. The head porting was fairly easy, being aluminium, but required a keen eye and careful work so as to open up the ports without visiting the water and oil ways by mistake! The combustion chambers only needed a little opening out for the bigger valves and a light polish. By New Year and after some 30 plus hours of work, it was all done without any mishaps. The capability to flow better was very apparent just by looking at the head.

With bigger race valves lapped in and assembled with stronger springs, it was now time to convert the hydraulic tappets to solid followers. This was essential if the engine was to stay in one piece with the new cams and higher revs. Some of you will have heard my car after a run up the hill sounding like an old sewing machine tapping away (for the more technical of you this is the result oil aeration, which allows the lifter to compress, rather than solidify on lift ... so I am told!). This conversion involves dismantling the tappets and chucking away various bits and then reassembling the remains with shims. This is a tedious job of grinding the shims until the correct clearance to the cam is achieved.

Then its plain sailing to reassemble the top end. Mind you, setting the cam timing is a bit nerve racking, hoping you have got it all in the right place to avoid a rather loud coming together between the valves and pistons on start up!

By now it was February and once all the work was done I connected the car to the old Rover MEMS ECU ..... and it started first time with no big bang. What a relief! The car drove OK but it was running rich and was a bit lumpy.

Now I had to wait for the ECU which arrive late March. This is a newly developed 32 bit unit from Emerald Cams (owned by Dave Walker, Technical Editor of Car and Car Conversion). It is a very advanced little box of tricks allowing specific settings for your engine including ignition, fueling, advance and retard, rev limits etc etc (see <http://members.aol.com/emeraldm3d/>). The unit was a straight swap for the standard unit, which I fitted the night before visiting Dave and his partner Karl Paton, at Emerald in Brixton, for a session on the rolling road.

After some initial changes to the mapping to suit my car, we had the power runs. Sitting on the boot of a Caterham registering 125 mph on a rolling road is rather interesting and not for the faint hearted! First shot however, produced a rather disappointing 163 bhp. Some more tweeks and we saw 175 and a smoother the power curve. After a bit of thought we adjusted the cam timing a little and there it was on the 6th run - 184 bhp @ 7664 revs and 136 lb/ft torque at 5840!

The 250 mile round trip proving very worthwhile. A 33% improvement on the Supersport power and an 18% improvement in torque, all for around £1600!

First outing in April at 3 Sisters delivered a class win. However the following weekend at the Spring National too much caution only delivered a forth in class, but a reasonable start to the championship in 6th overall.

Am I pleased? Is the Pope a Catholic?

Will I be able to catch Dave and Andy through the year? Only if I remove my brain!

## **HOW REFRESHING**

*Brian Kenyon*

That Dale has seen fit to reveal all (they can't touch you for it) I find extremely refreshing. When I first started, as Peter Herbert would have it in the Brookland's days, well not quite, it was 1967, my fellow competitors wouldn't even tell you the time of day, never mind tyre pressures, diff ratios, power outputs etc.

I wish Dale success with his new found power and I subscribe to the same attitude that although you can give your car secrets away, you still have to drive the thing to win.

## **SCUTTling HIS CHANCES**

*Brian Kenyon*

Paul Scutt has had a fraught time when his tow car broke down on the way to the Easter meeting.

Then ill fortune returned yet again, this time in the guise of trailer problems. This meant a non-start at the May Saturday meeting but fortunately all was well for Sunday when he was able to start his hillclimbing at Harewood.

You have to have a certain amount of resilience to be a hillclimber.



Dear member

The Foot and Mouth crisis was a great worry to both organisers and competitors alike. One thing that did ring hollow was when certain parties said 'Oh, you'll have nothing to do'. Little did they know.

Competitors were rightly concerned about the running of events at Harewood but it tries your patience when you receive over a dozen calls a day for weeks on end all asking 'is it still on?' I had to reply 'well yes as far as I am aware, but the situation could change at any time'. For many people this was not enough and they wanted assurances I could not give so calls were often lengthy. Harewood fortunately was unaffected but a local outbreak and the outcome could have been very different. I think we all would like to breathe a collective sigh of relief. As I write this I am sad to say that some of our members are still affected.

Peter Griffin made a large impact in everything he undertook and Brian and I were personally grateful for the support we recived from Wendy Wools in the early 70's. He was a good friend and will be sorely missed.

The Driving Schools have been extremely successful with one full school and one with just the odd place not taken up. At the two Schools we had a number of Caterham Academy drivers and it is highly satisfying to all involved with the School to see them take the first 4 places in this highly competitive class at the May Saturday meeting.

Our Easter and May events were full and as I write this the June event is full with a reserve list and I suspect we will have no difficulty in filling all our future events.

The May events were blessed with wall to wall sunshine all weekend and reports will be in the next 'Times'.

Pat



# Wake up call!

*Dale Cordingley*

The wake up call came around 5pm on April 15th. I may have been dreaming, but I remember vividly Brian Kenyon standing in judgement saying 'you were crap today' and Simon Clark adding 'you drove like a tart'! Like many dreams there was a big chunk of reality about the whole thing.

The day had not gone to plan. The winter engine upgrade gave more speed, but the brain had not caught up with the car! The practice runs and first timed runs had left me in third place in the class, but very disappointed with my times. Then

the 6pm curfew. After a few curses and tantrums, and a begrudging congratulations to Bob, I went home to lick my wounds.

Saturday May 12th came. A hot and sunny day - was this really the Harewood we all love? I was determined to restore my reputation and confidence. Dave Banner reminded me that I now had a 64 second car and it was time that the driver matched it. Andy Stokes prodded me and said I needed to take my brain out and stop prating about. I was going to show them!



*The immaculate Caterham of Dale Cordingley now has power as well as pristine bodywork  
Photo: Peter Cunningham*

came the confirmation that I was not performing, as Bob Bellerby took third place from me on the second timed run. The injustice of it all - his car was nowhere near as pretty as mine! And to crown it all, I lost the place in front of Carol, my wife, who had put in a rare (like Lord Luchan) appearance at Harewood.

Never mind, the last run would allow me to fight back. Uuuur no, 5pm came! The last run had been cancelled due to insufficient time before

For the first practice run the determination was there. A 65.34 sec run was the reward, bettering my personal best of 66.10. I could do it! The day was good to me, with all five runs being below my previous PB and a best timed run of 65.37, bagging third in class behind Andy and Dave. The gap was closing on the two tearaways!

Sunday dawned, could I do it again? Reasonable times in all four early runs, beating some of the more powerful cars of Andy Stokes and Mike Bees, but that Bellerby was still hounding me and slightly ahead. This time the last run was not cancelled and revenge was sweet - a 65.03 second run. Exactly the same time as Andy!

When the results were first posted they showed me in third place and Andy in fourth. Even I couldn't work out how, as Andy had a previous run faster than one of my previous ones. It took my daughter Sarah to ask the results team why and get me relegated to fourth! Did

I mind, not a bit! I had a cracking weekend and upped my game.

Watch out Messrs Banner and Stokes. I am breathing down your necks now!

# THE HILLS ARE ALIVE WITH THE SOUND OF ENGINES

*Brian Kenyon*

After a worrying few weeks first Marshals Training Day had to be re-scheduled to another venue and Practice Day was unfortunately cancelled. It was a great relief to all when we were able to run the Easter meeting despite the ever-present threat of foot and mouth. At all times, the Centre behaved in a responsible manner constantly in touch with MAFF and the local farmers. The usual precautions were taken with disinfectant mats at the gate.

Over the weekend Clerk of Course Nigel Drayton shrugged off all that was thrown at him. First of all we were without batteries, then with time running out due to competitors' off track excursions he was running out of time and had to curtail proceedings after only two runs. Then to top it all the spectre of Class 1 eligibility problems arose. One thing that did come to light over the weekend was that competitors, officials alike need Practice Day to get rid of the early season bugs.

A small class of Reliant Scimitars and Sabres opened our Harewood season and Paul Gill just headed the similar Scimitar of Nigel Reeves by 0.22 - these two were way ahead of the rest.

Most of the action in Class 1 was off the track and the less said about it the better for its repercussions are still being felt. The on-track action was headed by the pristine Mini Cooper of ex-Mitsubishi boss Phil Short who was closely followed by a delighted John Tooby in his Citroen AX GT. John obviously put the lessons he had learned at his recent School visit into practice.

The invincible Bobby Fryers was unseated from his usual class position. A determined run by Nottingham driver David Marshall placed the Peugeot 3/4 second ahead of the Clio man. In 3rd place Philip Concannon entertained the crowds as usual with his lurid driving in the 2 litre Ford Escort.

Jonathan Mounsey grabbed a bag full of points to head Class 3 and claim 2nd place in the Championship. The similar Sierra of Mark Wallwork sandwiching the entertainingly driven Porsche 911 of Mike Johnson.

A bevy of Blackpool's best were out in Class 3A, the TVR 350I of Richmond driver Simon Cole only just had the legs off his fellow north-easterner Durham man Matthew Oakley. At the end of the day just half a second separated them.

2000 Harewood Champion didn't have it his own way in the small capacity Kit Cars. Perennial sparring partner Andrew Stokes edged his black and silver Caterham ahead of the cream Westfield. Local man Robert Bellerby in the Sylva Striker was nearly a second adrift of the deadly duo while Dale Cordingley just couldn't get it together with his new found power and was a tantalising 0.19 behind the Harrogate man.

Usual class winners John Hoyle and Guy Gibson had to give best to a flying Lindsay Poynton. John challenged hardest and was a gnats adrift, 0.14 to be precise but gained enough points to lead the Harewood Championship. Guy Gibson and Andrew Platt battled it out for 4th but they were a second behind the leaders.



*There's nothing more satisfying than winning in a car that you have built and developed. Craven Moses had the great pleasure of beating many sophisticated cars in the highly competitive 1100cc single seater class.*

*Photo: Peter Cunningham*

Rovers were the cars to have in Class 6. The lightweight concours 1380 Mini of Wilshaw driver Tony Higgins was well ahead of the Metro's of Peter Marsden and Philip Sturdy. Tony opened up nearly a 3 second gap ahead of the Metro men.

Despite its new paint-work, Neil Stokes' powerful 2 litre Vauxhall Astra was beaten by the sinister black VW Golf of Vini Dobson. The Astra man seemed to be struggling to get the power on the track as he exited Farmhouse. Jennie Woodfield in her rear wheel drive Escort, just hadn't got the answer to the front wheel drive men today.

Simon Bainbridge showed the worth of the School by heading the highly experienced Haydn Spedding - the E Type driver had to give best to the sophisticated Audi.

It's early days yet but there is something of a resurgence in the Formula Fords, although they are not back to the heady days of 25 entries, at least they are now coming back in reasonable numbers. Despite being headed on the 1st runs, Phil Nelson made full use of his 2nd run while Alan Greenwood in the Ray had to be content with his 1st time as he failed his 2nd.

Peter Hamilton always looks in control of the 1600cc Caterham BDD while David Spaul's runs are always all action events. David did well to come back from his 1st run debacle to snatch 2nd place. With only 2 entries Classes C & G were merged and went to the turbocharged Caterham of Driffield man Bernard Hoggarth.

Much was expected of Richard Spedding sharing the Centaur with Peter Green but Richard blotted his copy-book, exit stage left scattering the gravel at Orchard. Although Peter pluckily ran the car without a nose-cone, the class was won by a delighted David Chambers. The pretty OMS coming from behind to pip Ian Blair's 1st run time.

Steven Dunn was always in control of Sports Libre over 1400cc, the Maryk driver being nearly a second ahead of the Mallock of Jim Naylor.

Dave Kitching was seen peering at his lap top in the paddock. Despite replacing his fuel injection with carburettors, success was not to be his for a piece of plastic, unknown to him jammed under a valve. This left the door wide open for the bridesmaids and Craven Moses rose to the occasion with a super drive in the Maclan Mkl. Past Harewood Hillclimb Champion Glyn Sketchley could not catch the flying Keighley driver.

John Moulds used all his experience to head Class J and take 2nd FTD. Just securing an entry having languished on the reserve list, Steve Owen made good his opportunity and snatched FTD by 0.03 second. Steve headed a consistent Matthew

Pinder in Class K, the black Lotus Reynard secured 2nd in class and 3rd FTD. Third in class was Jon Waggitt just half a second over the 60 second barrier.

Unfortunately, due to a lot of off road excursions, stumps had to be drawn after 2 runs and although the weather was 'iffy' all day, the only shower occurred at lunchtime, but at least, unlike many clubs, we were able to start our season.

## RESULTS

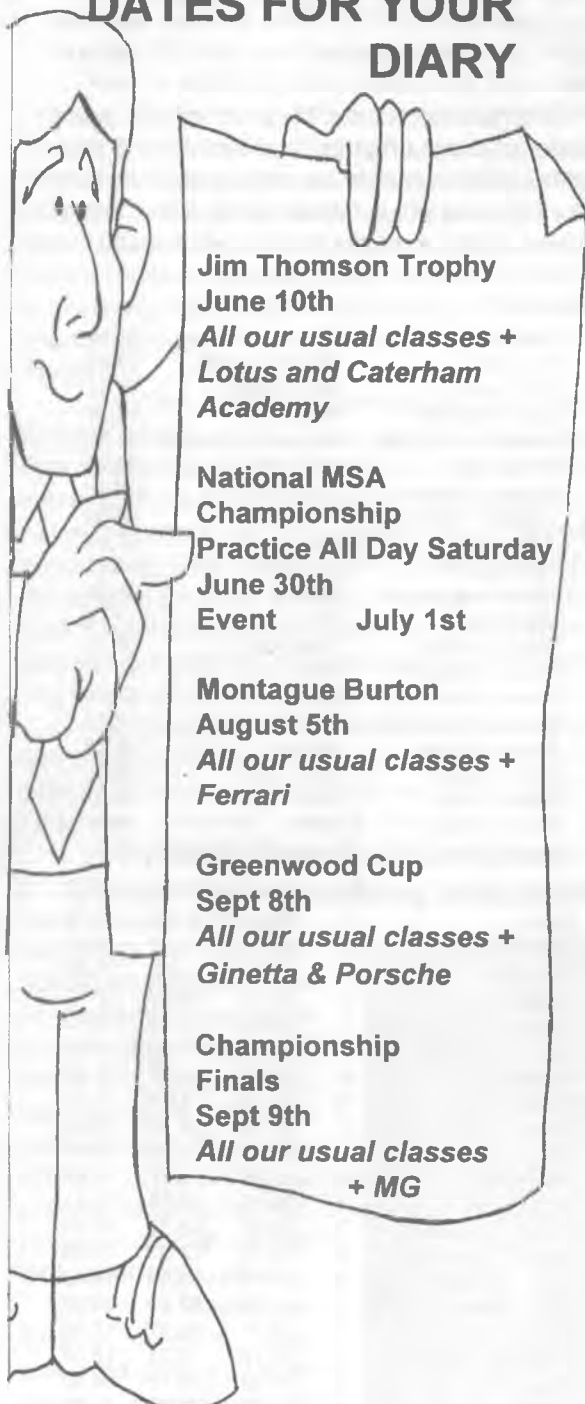
Cl	Name	Car	Time
20	Paul Gill	Reliant Scimitar	69.97
1	Phil Short	Mini Cooper	75.92
2	David Marshall	Peugeot 205	69.75
3	Jonathan Mounsey	Sapphire Cosworth	65.87
3A	Simon Cole	TVR 350i	69.71
4	Andrew Stokes	Caterham	66.14
5	Lindsay Pointon	Westfield	65.59
6	Tony Higgins	Mini	66.65
7	Vini Dobson	VW Golf	65.67
8	Simon Bainbridge	Audi S2	65.06
9	Phil Nelson	Van Diemen	71.19
A+B	Peter Hamilton	Caterham 7	60.15
E	David Chambers	OMS	66.07
F	Steven Dunn	Maryk	64.03
C+G	Bernard Hoggarth	Westfield	66.12
I	Craven Moses	Maclan	60.68
J	John Moulds	OMS 2000	59.60
K	Steve Owen	OMS	59.57
FTD	Steve Owen	OMS	59.57

## HAREWOOD CHAMPIONSHIP

### Provisional positions after Round 2

Pos	Name	Cl	Total	Rd 1	Rd 2
1	John Hoyle	5	34.16	16.62	17.54
2	Dave Banner	4	33.77	15.90	17.87
3	Andrew Stokes	4	33.15	16.02	17.13
4	Jonathan Mounsey	3	31.91	16.19	15.72
4	Dale Cordingley	4	31.91	14.78	17.13
6	Robert Belierby	4	31.61	14.97	16.64
7	Steve Owen	K	31.40	14.38	17.02
8	Bobby Fryers	2	30.76	15.14	15.62
9	David Spaul	B	29.86	13.92	15.94
10	Jon Waggitt	K	29.28	13.37	15.91
11	Mike Geen	4	28.39	12.88	15.51
122	Jenny Woodfield	7	28.21	13.73	14.48
13	Haydn Spedding	8	28.05	12.97	15.08
14	Mike Johnson	3	27.95	13.55	14.40
15	Glyn Sketchley	I	27.85	12.99	14.86
16	Geoff Goodwin	1	27.77	10.07	17.70
17	Dave Kitching	I	27.76	12.21	15.55
18	Tony Brumfield	4	27.38	13.18	14.20
19	Matthew Sutcliffe	5	27.00	13.27	13.73
20	John Gallagher	2	26.85	12.85	14.00
21	John Tooby	1	26.61	12.79	13.82
22	David Chambers	E	26.60	12.92	13.68
23	Lynn Owen	K	25.61	11.52	14.09
24	Andrew Ball	6	25.45	10.19	15.26
25	Peter Green	E	25.36	8.64	16.72
26	Andrew Greaves	I	25.21	10.29	14.92
27	John Green	8	24.95	11.21	13.74
28	Tony Hall	I	24.88	12.43	12.45
29	Steve Campbell	3	24.84	11.39	13.45
30	Steven Dunn	F	24.82	10.48	14.34
31	James Blackmore	J	24.80	10.36	14.44

# DATES FOR YOUR DIARY



**Jim Thomson Trophy**  
**June 10th**  
*All our usual classes + Lotus and Caterham Academy*

**National MSA Championship**  
**Practice All Day Saturday**  
**June 30th**  
**Event July 1st**

**Montague Burton**  
**August 5th**  
*All our usual classes + Ferrari*

**Greenwood Cup**  
**Sept 8th**  
*All our usual classes + Ginetta & Porsche*

**Championship Finals**  
**Sept 9th**  
*All our usual classes + MG*

# MEMO

## ADVERTS, ARTICLES, LETTERS

*are always required for the 'Times'. If you have anything you think suitable, please send it immediately.*

*All articles from members are welcome.*

*Remember - if we don't know about it, we can't print it!*

Items for the next edition of the 'Times to the Editor by  
**15th June 2001 please.**

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

**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**



### BARC YORKSHIRE CENTRE COMMITTEE 2000/2001

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