



# YORKSHIRE CENTRE

JUNE / JULY 2001



## BARC CHAIRMAN'S LETTER



Dear Member

When you read this the MSA Championship will have passed and I will be sunning myself on the Algarve, with good luck. I looked over Harewood on the Wednesday night preceding the meeting and it looked very groomed and manicured which is a credit to those volunteers who put so much in to the hill.

I hope you will be delighted to learn that the MSA are coming with a second round of the Championship for a one day meeting on October 7th. (Brian K and My birthday so large expensive presents please) and I hope as many of our regulars will support this meeting even though there are no Harewood points available.

We have been trialling the new timing system in tandem with the old and we are delighted with the progress we are making, so much so that we believe it will be the most advanced in the land when fully operational.

On a final note please put the Dinner Dance date in your diary now so we can have another top night.

Hope to have seen you at the MSA, if not I look forward to August.

Yours

Simon



## Issue No 86

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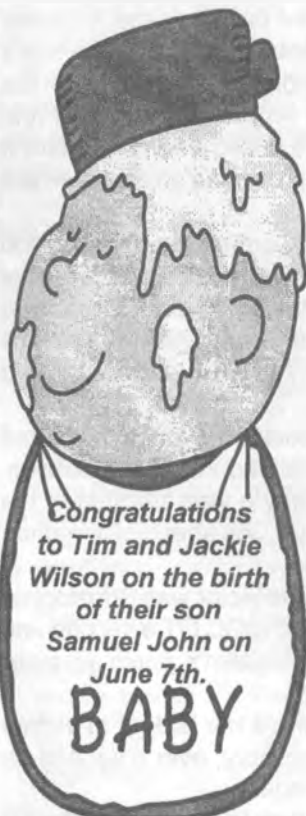
*Report on the  
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*If you change your  
address, please inform  
Headquarters*

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# FAMILY FORTUNES

Harewood, Saturday 12th May 2001

*Peter Herbert*

The family Moran, purveyors of motor homes to the gentry, made an impressive start to their 2001 season by taking two class wins, a class record and an FTD in their familiar blue and yellow cars.

Despite the clear blue skies and warm sunshine that graced a capacity paddock, only one record was to fall. However, everyone was just overjoyed to be hillclimbing again following the ravages that have befallen our sport due to the Foot and Mouth Disease epidemic.

For many drivers outside Yorkshire, this was their first climb of the year as a result of the enforced lull in activities, with a number having transferred their entries from the postponed Barbon hillclimb, originally due to be held the same day. There was much handshaking and kissing as old chums and rivals were at last able to enjoy one another's company again. It could have been France.

First onto the course were the Ferraristi and initially Peter Hayman set the pace, the Anglesey domiciled Testarossa pilote holding off Nick Frost's 348 GTC by a mere hundredth of a second on the opening two runs. But on his final ascent Frost came through to win by 0.08sec when the smallest of mistakes by Hayman prevented an improvement on his part.

Plucky Yorkshire Centre Chairman Simon Clark was a game third in the red 328 GTS a further 0.9s adrift, comfortably ahead of Maranello stalwarts Geoff Dark and Richard Allen in 308 GT4 and 328 GTB respectively who were only two hundredths apart.

Next to adorn Stockton Farm's hallowed slopes were MG cars divided into three classes. The MGB of Tony MacIntyre was quickest of the Group 1 entries, but only 0.36s ahead of Jonathan Beresford's similar car.

Groups 2 and 3 class victor was Christopher Cooper, the Slough based MGC GT a second and a half faster than Paul Meakin's much younger MGF VVC.

James Thacker drove his Midget to victory in the Group 4 and 5 category, over a second up on the MGF of Lloyd Tredell.

More flat cappers took to the track for the TR Register dust up, and a single run by Richard Wright's rapid TR6 was enough to secure a 0.06s win. Hugh Maund kept Wright honest with a

succession of determined climbs in his growling TR7 V8, while Patrick Squire led the pursuing pack a further 0.12s astern in an enterprisingly conducted GT6.

Next it was the Seven Ups, other wise known as Caterham Academy Cars. Twenty-five novice racers had arrived at Harewood for a round of their campaign that encompasses sprints, hillclimbs and circuit races, all in identical 1600cc K Series Rover powered Caterham Sevens. Several drivers had taken instruction at the Hillclimb Drivers School earlier in the year and it was John Gaw who proved to be the class of the field, 0.37s ahead of Matthew Rimmer. Simon Hopkins, Richard Gomes and Campbell McClory led the pack in pursuit, eleven seconds covering the entire field.

Richard Mason was never headed in the Austin Healey class, the 3000 0.77s faster than John Newton's diminutive Frogeye Sprite, which in turn was just 0.08s in front of Stuart Bullas' version.

First of the regular Harewood classes was a merged 1400cc and 2 litre Road Modified Saloon and Sports confrontation. Iain Ball's Escort had the legs on his opponents, and saw off Adam Warren in the same Dagenham product to the tune of 0.41s. Kevin Barker shadowed the leaders with his Peugeot 106 Rallye, with co-driver Ken close behind.

The unlimited Road Modifieds provided a close contest between the Morgan Plus 8 of Mike Sidgwick and the Porsche 911 of Mike Johnson, and it was the Moggy that got the nod, 2.12s to the good. Le Patron of Equipe Pinder, Malcolm, had to settle for third in the black Subaru ST1 but consoled himself later with a walk down memory lane with Driving School Liaison operative Brian Kenyon. Nattily attired in a T-shirt which modestly displayed a picture of the man himself wearing a race winners garland (Brooklands' Members Banking could be seen in the background), Brian was brandishing a 1967 Harewood programme and it made fascinating reading. The names M Pinder (Mini), Fryers (Cortina GT), and of course Kenyon (Sprite) were all there, amongst many other familiar competitors. Which just goes to show that this sport is terminally addictive.

Reigning hill champion Dave Banner showed a clear pair of Westfield rear wheels to Andrew Stokes' Caterham in the up to 1700cc Road Modified Kit class, a final run attack leaving the gap

at 0.47s. Dale Cordingley pushed hard in third place in his Caterham but finished 0.4s shy of Stokes.

In the over 1700cc division, Scott Moran was on terrific form with each of his three runs inside the Ludlow drivers own record. A 64.26s ascent knocked a hefty 0.55s off Scott's target, leaving Matthew Sutcliffe's Westfield a gaping 3.74s down on the flying Caterham.

The first of the Modified production classes saw the other Stokes scoop the goodies, with Neil's Astra just under a second quicker than the hill Ladies Champion Jenny Woodfield's Escort.

The remaining two unlimited Modified Production runners were bundled screaming and shouting into the unlimited Sports Libre class where Christian Mineeff's awesome SPA-Judd made short work of disposing of them by a 7.32s margin. Bernard Hoggarth fought bravely into second place with the turbocharged Caterham JPE but had Simon Bainbridge's Audi Coupe only 0.18s behind.

David Spaul's Connaught tuned pushrod Westfield was the convincing winner of the 2 litre Modified Production class with Malcolm McGovern's Caterham Superlight R almost four seconds astern. The Caterham's co-driver Paul Dickens was a further 2.44s behind.

The pre 1994 Formula Ford scrap saw Holmfirth's Bob Carrick holding sway with his Reynard but Nigel Greenwood never allowed him to relax, 0.37s away in the Ray.

Following the retirement of Peter Herbert after practice with a mysterious ignition problem on his Westfield, the 1400cc Sports Libre class turned into a straight fight between Peter Green in the Centaur and David Chambers' OMS and it was the former who triumphed, almost two seconds to the good.

A poorly supported Clubman's class saw Tim Elmer's Phantom merged with the 2 litre Sports Libre merchants, but that didn't prevent a 3.17s win over Tim Daniel, who was debuting the ex-Roger Thomas Vision. Jim Naylor's Mallock brought up the rear.

The single seaters followed and the 1100cc class allowed local Zzander driver Andrew Greaves to score a narrow victory. However, initially it was Dave Boland who set the pace but a final run charge by Greaves demoted the OMS to second place. Tony Ellis was third in his similar example of Steve Owen's handiwork. Last but by no means least was Alan Biggar, who had journeyed down from Edinburgh to give his fine Formula Junior Cooper T59 a shakedown prior to competing at the historic Swiss Ollon-Villars hillclimb in September. The Cooper's main claim to fame is that it was originally owned by Jochen Rindt's father-in-law. Not many

people know that.

In typically determined head down style, Phil Cooke gave the purposeful Force PT a clear win in the 1600cc class, James Blackmore's OMS 1.37s adrift. Les Proctor's OMS staved off Mick Lancashire's N-D Suzuke for third place.

Trevor Willis was made to work hard for his 2 litre win as Jon Waggitt led after the opening ascents by an impressive margin with his Quest. But he was unable to improve and the multi champion Willis went quicker and quicker to secure a 0.77s victory. Steve Owen had to settle for third in the OMS shared with wife Lynn, 0.36s ahead of Matthew Pinder's Reynard.

And so to the grand finale. Roger Moran took an early lead in the unlimited single seater class which he was never to lose, the 4 litre Judd V8 punching his new Gould GR37 out of Farmhouse at intergalactic speed. The two Tims tried hard to separate Moran from victory, but engine maladies ensured that the two lower steps on the rostrum were the best Coventry and Mason could achieve with their 3.5 Gould, 0.87s off the pace and 0.4 s apart. Simon Durling was but 0.06s further adrift in his ex David Grace British Championship winning Gould, with Chris Merrick upholding Pilbeam honour in fifth place.

If only all Harewood meetings were blessed with such fine weather. Why, we would even put up with Mr Kenyon's T-shirt once a month for the privilege.

## RESULTS

10	Nick Frost	Ferrari 348 GTC	67.30
15A	Tony MacIntyre	MGB GT	76.40
15B	Christopher Cooper	MGC GT	71.86
15C	James Thacker	MG Midget	66.13
16	Richard Wright	Triumph TR6	67.90
17	John Gaw	Caterham 7	67.87
18	Richard Mason	A H 3000	72.64
1+2	Iain Ball	Escort	72.86
3	Mike Sidgwick	Morgan +8	65.70
4	Dave Banner	Westfield	64.50
5	Scott Moran	Caterham 7	64.26R
7	Neil Stokes	Vauxhall Astra	66.00
9	Bob Carrick	Reynard	67.63
B	David Spaul	Westfield	61.90
E	Peter Green	Centaur	62.71
D+F	Tim Elmer	Phantom	60.28
8+C+G	Christian Mineeff	SPA SC358	57.00
I	Andrew Greaves	Zzander	59.62
J	Phil Cooke	Force PT	57.29
K	Trevor Willis	OMS	57.07
L	Roger Moran	Gould GR37	55.69

## FTD

	Roger Moran	Gould GR37	55.69
Novice FTD			
	Tony Ellis	OMS	62.18



# Letters TO THE EDITOR

Dear Pat

I visited Harewood for the first time ever on Sunday as a spectator. I had heard good things about your event beforehand (from Gordon Marston, Patrick Wood & Hobbit among others) and I thought it was the most efficiently run hill event I have ever had the pleasure to attend. Please pass on my compliments to everyone you can. I particularly extend compliments to the startline crew who in my opinion were the best I have ever seen.

I am a long term member of MAC, BOC and VSCC, so I've been to a few events in my time, and feel in a position to judge.  
What a great venue you have!

Regards  
Eddie Walder

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To the Editor of the Times

I have to respond to Don Burt's letter in the last issue of the 'Times'.

On Sunday 13th May being in the privileged position of leading Class 4 (down the hill) I found myself not joining the usual queue at the start.

At this stage I had not put on my helmet or gloves and expecting to have the time to do this I was harried by the marshals to get to the line ASAP.

I started without much delay but when I reached the top I looked down to the passenger seat where I had left my glasses that I had not put on in my haste.

My time was only 0.1 second slower. This leads me to the conclusion that next meeting I should try with my eyes closed!

Mike Smith

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Dear Pat

Jackie and I would like to thank all our friends at Harewood for their best wishes with the latest addition to our family. Samuel John was born on 7 June weighing in at 7lb 15oz - a little early but obviously keen to get to the finish first!

Tim Wilson

Dear Pat

I appreciate Barry Newton's hard work in putting together the 'Motoring Mastermind' quizzes (I can't speak for anyone else). Having chatted to Barry in the paddock at Olivers Mount, it is obvious that (as with most things) there are only a handful of people who wish to take part in quizzes, so the amount of effort required by Barry is not always equalled by the amount of replies received.

If Barry is happy to put a quiz together for each 'Times', then I'll support it - I may even have a go at making a quiz myself.

Finally, just to put a comment in regarding the 'dreaded' Bogey Times (and not to get too involved). I too look forward to Paul Nutter in his 1970's (semi-historic!) 2 litre Pinto-engined Escort (*Ed. bored out 1600cc push-rod*) lowering the Class 7 record - preferably on the tarmac, forwards or backwards. Having been to the School however (*Ed. only to spectate!*) his biggest challenge could yet materialise - will he rise to it or leave it standing at its 1998 level when Colin Stewart took it with the Lotus Elan. He might have his hands full with a black MkII Golf though.

The main point though is that modern machinery should be setting the records - given turbos, power-steering plus all the electronic gizmo's fitted to the late 90's/2000 cars, making them quick, powerful and easily driven. Granted, it does help to have a half-decent pilot to peddle the thing.

Don't get me wrong, I love to see 'older' cars driven well and still being able to mix it with new machines. There is a happy mix but ought we (BARC) plus other clubs be doing more to encourage 'newer' cars in? (*Ed. How? please elaborate Tim*).

Tim Bendelow

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Dear Pat

After reading your excellent last edition of the 'Times' and within it, letter discussing Bogey Times.

I feel the present scoring system does not satisfy the three types of competitor that indulge in our sport.

We have the lad or lass who enters knowing he or she doesn't stand a cat in hell's chance of winning anything, but competes for the enjoyment of participating and also trying to reduce their personal best time. Without this category I am sure that Harewood would run at a loss.

Another type of entrant is really a progression

from the above, where the 'bug has bitten' and one spends monies which in many cases can be ill afforded, so as to mix it with the top echelon within their class.

The last category is the driver who can afford an interesting and quick car, but because of the ravages of age, beer and other things, does not quite give the car its full potential, but still gains the enjoyment of driving such a car.

How do you satisfy at least two of the three categories? Many have tried throughout the UK with different point scoring systems and I don't know one that is perfect. Could one thing of improving their personal best time and that percentage be added to any points gained be some inducement - I don't know but you would have to be some mathematician and book-keeper to do it. What we have to do I feel is improve on our present scoring system or we will lose entertaining drivers and machines such as Paul Nutter and Dennis Crompton. Not only do we have to keep the interest for the driver, but also entertain the paying public. It would also add interest for me, the poor commentator. You want to try and make a class of twenty three identical Caterhams interesting.

Although I agree with many points of Paul's letter I feel we should keep the MSA National event. This gives the paying public the chance to see very quick cars mainly in Classes K and L, which is unfortunately not the norm over the past few years at Harewood. There are certain classes that are handicapped by the MSA event times and if you enter our BARC Harewood Championship you stand little or no chance of winning it, as for instance Classes J and K.

Class J record is held by Graeme Wight Jnr - a fabulous driver with an ultimate car. Class K is identical with Justin Fletcher who has a quicker time of 1.58 seconds. You then look at the Bogey Times and you see that Class K is 0.18 seconds slower than Class J. Where is the logic in this and could this be that there are now very few entries in Class J. (Ed: The reason is explained in the Harewood Regulations Booklet Page 01-10 1.6.2)

What is the situation to be fair to all competitors? I honestly don't know but I am sure we can improve on our present system.

On a cheery note, at the last meeting after the commentary system had packed up for the second time, a gentleman knocked on the commentary box window and said he had never been to a hillclimb before and wasn't it great.

We must be doing something right.

Jerry Hylton

Pat

Just a line to say how much I enjoyed Harewood this year, I know that John Leinster, who's first visit this was to a mainland event, was also vastly impressed with the organisation of the event and the friendliness of yourself, Brian and the rest of the team.

It was great to see you all again, and I await Brian's offer of a teaching post at the Driving School, he'll be glad to know that I'm very cheap !

See you all again sometime

Cheers Michael Beattie



Richard Hargreaves was walking around the paddock with an air of despondency. His Mitsubishi EVO was lacking grunt up Quarry Straight. The timing board was showing a distinct lack of miles per hour in comparison with Richard's previous speeds. A quick check of compressions on the engine revealed that one cylinder was giving a very low reading and although he could do nothing about the fault, Richard reversed the defeat he had suffered at the hands of Jonathan Mounsey at the previous event.

That well known character, paddock wag and writer of letters Paul Nutter was up to his old tricks. He had decided to wind up Chris Seaman, who in reply to one of Paul's letters, said he would like to see him use some of the track. Paul emblazoned his Escort with 'FLYMO' in big letters upon its bonnet. Unfortunately Paul didn't get the opportunity to do any grass cutting as, yet again, his engine was subject to the 'big bang' syndrome and the engine displayed a viewing hole through the side of the block a few yards off the start line. Unfortunately Paul could not replace his engine as his No1 unit had cracked a liner on the dyno.

I was amazed when Dave Kitching removed his Jedi's rear wheels, his car had drum brakes. Dave proceeded to amaze me even further when he told me the front brakes were also drum. As Chris Seaman stated "Dave 'cheats', he doesn't use the brakes at all!"

## FOR SALE

### Caterham Seven

1990 (J reg), long cockpit,  
live axle  
red/ali, 1700 Scholar engine,  
LSD, full weather, leather,  
etc etc.

One owner from new  
best at Harewood 69.71  
(slow driver & car is too pretty to damage)  
(consider cheaper hillclimb car p/x)

**£10,955**

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0191 256 2263 (w)

Tony Hall

## FOR SALE

### OMS Sports Car (Libre)

Built in 1997 Sports Racing Car  
1157 Suzuki Bandit engine with  
new Keihiu 39mm flat slide  
carbs.

Dyna ignition. New exhaust  
repackable silencer.

Set up by Allan Staniforth.

Split rim alloys. Slicks half worn.

Immaculate red paint finish, Ultra reliable with  
new wets on split rims.

Spare front section.

Ready to go!

**£8,900 ono**

**or £8,450 without wets.**

David Chambers

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## FOR SALE

Set of forged Ford 1300  
pistons & rods  
Excellent condition  
professionally checked  
Less than half new price at  
**£400 the lot**

Tel Peter Herbert on  
(Office) 0191 301 8723  
(Home) 01325 377125

## FOR SALE

*How would you like to be a  
class winner  
instead of an also ran.*

I have two cars for sale which  
will put  
you in that position.

A Clio Williams and an MG 1380cc Metro  
or if you require something more sedate what  
about my 1933 Austin Seven.

For more details contact

Bobby Fryers on

H 01535 637548

W 01756 792485

## EXTRA BRITISH CHAMPIONSHIP ROUND

**Sunday 7th October 2001**

This event will NOT be a round of our  
Harewood Championship.

It is an extra event tacked on for the benefit  
of the British Championship, whose events this  
year have suffered at the hands of the Foot and  
Mouth crisis.

The event follows the Saturday Barbon and  
although it is a one-off, it is under review and the  
likelihood of an extra event next year depends  
on the outcome of October's event.

I know for a fact that many of the leading  
championship contenders would dearly like a  
second bite of the Harewood cherry in the future.

Regulations available from

Pat Kenyon

0114 234 0478

## Harewood Championship FTD

Pn	Name	Total	Rd 1	Rd 2	Rd 3	Rd 4
1	Steve Owen	40	10	10	10	10
2	Dave Kitching	31	7	8	8	8
3	James Blackmore	25	4	3	9	9
4	Lynn Owen	19	6	2	5	6
5	Jon Wagitt	18	9	9		

## Ladies

Pn	Name	Total	Rd 1	Rd 2	Rd 3	Rd 4
1	Jenny Woodfield	57.75	13.73	14.48	15.03	14.51
2	Lynn Owen	55.75	11.52	14.09	14.74	15.40
3	Clare Sullivan	52.67	4.39	15.47	16.66	16.15

# MOTORING MASTERMIND

## Quiz by Barry Newton

Dear Pat

Many thanks for your recent note concerning the Quiz.

We can discount Peter as he was beaten to the finishing line by Tony and John and, on this occasion, it is John who is the winner for two reasons, namely:

(a) I am not sure whether there is a Virage du Nouveau Monde on the modified Le Mans circuit but the original corner by that name is the one chosen by John at Rouen.

(b) John's response is very comprehensive and one for the history books!

Kind regards

Yours sincerely

BARRY NEWTON

As the last edition of "The Times" contained only answers to the previous quiz I understand withdrawal symptoms were experienced in the Green and Hodgetts households and so to stimulate further cerebral activity and to keep brains well oiled with Mobil I here is another with ten questions each on the topical subject of 'Le Mans' just past) and the British Grand Prix just to come). To give even better value than some of the questions have their answers sub-divided so you are getting even more for your money and that assumes that you pay to enter which you don't!

### Le Mans

1. Who drove solo for 23 of the 24 hours before sustaining mechanical failure whilst in the lead? (1/3rd of a point) and when? (1/3rd point) and in what car? (1/3rd point).
2. Some years later this driver was in the headlines again at that circuit. Why?
3. Which British constructor made himself very unpopular with the French by winning the Index of Performance?
4. Which car until the occasion in question 3 regularly won the Index of Performance?
5. What is the name of the cafe on the Mulsanne Straight?

Your answers please to:

Mrs Pat Kenyon

'Hillside'

West Lane

Holdworth

Loxley

Sheffield S6 6SN



6. Which Yorkshire built sports car competed at Le Mans in the early 1950's? (1/2 point) Who were it's drivers? (1/2 point) Clue: you could call them the sagacious duo!
7. Why is it a surprise that the winners of the 1953 race were in a position to do so?
8. What is the name of the race official who applies lead seals to petrol tanks during the race?
9. Who were the two famous team managers for Jaguar and Aston Martin in the 1950's? (1/2 point each).
10. What is the short circuit called (1/2 point) and when was it used for the French Grand Prix? (1/2 point)

### British Grand Prix

1. Which circuits in England have been used for the British Grand Prix?
2. Originally where were the pits located at Silverstone?
3. How many Barons have won the British Grand Prix? (1/3rd point). Who were they? (1/3rd point) which year(s) did he/they win? (1/3rd point).
4. What landmark was established by the result of the 1951 British Grand Prix?
5. Why was Aintree so special for British supporters in 1955? (1/2 point) and in 1957? (1/2 point)
6. Who was the official main sponsor for the British Grand Prix during the early years?
7. Who won the British Grand Prix whilst stationary in the pits?
8. Which British driver won the British Grand Prix and was killed two weeks later? (1/3rd point). When? (1/3rd point) Where? (1/3rd point).
9. Which type of car did Stirling Moss drive in the 1959 British Grand Prix? (1/4 point). What happened to it fourteen days later? (1/4 point). Where? (1/4 point) and who was driving it? (1/4 point).
10. Who was the third member of the Vanwall team at the British Grand Prix in 1957?

# ANOTHER SUNNY DAY IN MAY

HAREWOOD 13 May 2001

*Tim Wilson*

Spending the day in Course Control, with a limited view of the course and isolated from the goings-on in the paddock, means that writing this report is like commentating at Ascot whilst wearing the blinkers! I do however have a long list of drivers who need to improve their lines through the Esses!

The Ginettas were the first of the one-make classes to wallow their way through the Esses, although Bill Hutchins' mighty 5.3 litre V8 G27 made up for it on the straights to win with a new class record. David Tearle embarrassed several more powerful cars to snatch 2nd in the diminutive 998cc G12 despite a drive failure on his second run. Rumbling V8 power also dominated the Morgan class, regular Pilbeam pilote Mike Sidgwick pushing the 4 litre Plus 8 hard to win the 13 strong class on handicap as well as finishing over 3 seconds clear of Steve McDonalds 3.5 litre version.

In the first of the Harewood classes, Geoff Goodwin returned to the fray after his Midget fell foul of the scrutineers at Easter. Goodwin was pushed to within 0.3 seconds of his record to make sure of the win by the rapid Peugeot 106 of Kevin Barker and Stuart Bullas' spiritedly driven Sprite. Regular Class 2 winner Bobby Fryers was under no such pressure and won comfortably from John Gallagher's Honda Integra while Settle's star driver Jonathan Mounsey dominated the unlimited category, three runs in the 66's putting him over a second clear of Mike Johnson's 911.

The 1700 Kit Car class provided one of the closest battles of the day as Mike Bees made the trip from Cambridge worthwhile, putting class favourite Dave Banner under pressure. The Harewood champion responded with a high points-scoring 64.29 second climb to keep the cream Westfield ahead of Bees' more powerful Caterham K. Also mixing it with the leaders, Dale Cordingley put his new K-Series power to good use, matching Andy Stokes' 65.03 final climb to share third spot.

Scott Moran made a profitable trip from Ludlow, repeating Saturday's record breaking rout to reset the class mark at a more respectable 63.88 in the Minister powered Caterham. Class regular John Hoyle responded with a PB which, although 0.84 seconds adrift, bagged enough points to head the championship.

A diminished 1400 ModProd 'Touring and Marque' class fell to Philip Sturdy, making a welcome return in the Metro, ahead of David

Coulthard's pretty MG Midget. The 2 litre class provided its usual close competition, the top 4 within 0.7 seconds after the opening run, but while the others stood still Vini Dobson found over a second improvement to put the Mk1 Golf ahead of the shared Stokes / Fleming Astra and Ladies Championship leader Jenny Woodfield. The unlimited class was won by regular class leader Haydn Spedding. The expected challenge from Simon Bainbridge's turbocharged Audi S2 faded dramatically in the Quarry gravel trap on his opening climb, the deranged front suspension preventing further progress.

Peter Hamilton's win was never challenged in the sole 'true' ModProd class despite the efforts of David Spaul to break the 60 second barrier in the crossflow-powered Westfield. Clearly determined to retrieve the Class B record (from your scribe!), Hamilton's 59.24 best came close. Andrew Ball's Class A Caterham was merged, the agile Honda Blackbird powered sports car posting a promising 63.57 on its slickshod debut.

Trevor Jackson caused consternation in the commentary box, finishing first and last in the Formula Ford class! Keighley driver Trevor Jackson put plenty of track between his Van Diemen and Bob Carrick's Reynard to win the class, while his namesake from Bolton languished last in his elderly Lotus 51C.

In the 1400 Sports Libre class Peter Green had to pull out all the stops as co-driver Richard Spedding headed the class for the first two runs. Green responded with a 1.3 second improvement to snatch the win on his 62.27 second final climb. The 2 litre category was the domain of Tim Elmer's merged 1700cc Phantom with a trio of sub-minute runs placing him over a second clear of Steve Dunn's improving Maryk. Bernard Hoggarth failed to be overwhelmed when merged into the unlimited category, his turbocharged Caterham 'Jonathon Palmer Evolution' finishing a clear winner with a 62.77 final run.

The opening racing car class provided one of the closest battles with five of the ten-strong class finishing within a second of the winning time. Dave Kitching couldn't improve on his opening 58.28 second climb. Craven Moses closed in on the Jedi, his final shot only 0.22 seconds shy with Andrew Greaves, past Harewood champion Glyn Sketchley and OMS convert John Chacksfield in close pursuit.

In contrast, Phil Cooke's domination of the 1600 class was never threatened, posting a 56.85 best in the radical kevlar-bodied Force whilst James Blackmore's day, fraught with driveshaft failures, was rewarded with second place in the OMS from the later version of Les Proctor.

OMS made amends in the 2 litre class, the similar Vauxhall-powered cars of Trevor Willis and constructor Steve Owen battling for the top slot. A 56.70 best from past Midland Champion

Willis secured a narrow win from the current FTD Championship leader with Jon Waggitt a safe third in the Quest. In an effort to keep the trophies in the same household, Lynn Owen posted a PB in the family OMS to confirm her runner-up position in the Ladies Championship.

A diminished hillclimb calendar, forced by the foot and mouth restrictions, encouraged the welcome return of the big single seaters to Harewood. The weekend provided many of them with the first opportunity to drive their new mounts after a winter of car swapping. Roger Moran recovered from a first run spin at Farmhouse to post an FTD-winning 53.98 on his next climb in the ex-Fry 4litre Gould, not far off his best ever class time in the more familiar Pilbeam, which finished

fifth in the hands of Chris Merrick. Tim Coventry and Tim Mason took 2nd and 3rd FTD respectively after a troubled season debut in their Gould, narrowly beating Simon Durling in the ex-Grace Pilbeam, now fitted with 4 litre Cosworth DFL power.

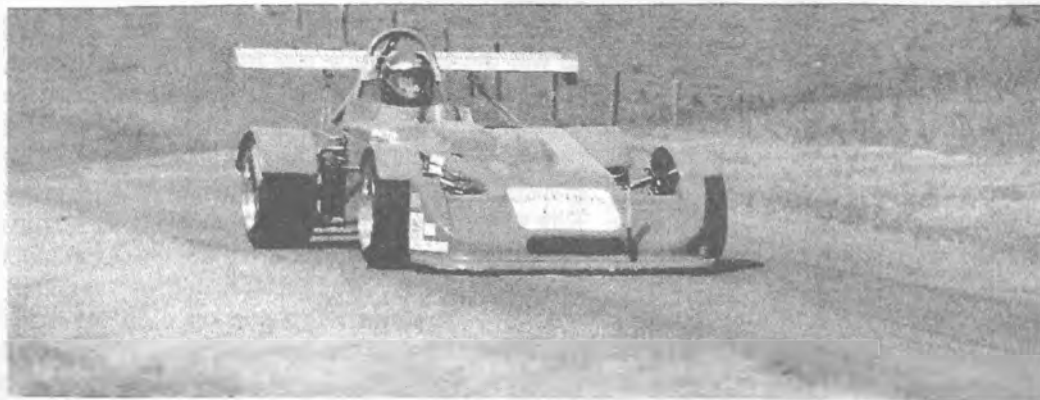
## RESULTS

Cl	Name	Car	Time
11	Bill Hutchins	Ginetta G27	64.32 R
13	Mike Sidgwick	Morgan +8	66.54
1	Geoff Goodwin	MG Midget	71.60
2	Bobby Fryers	Clio Williams	69.95
3	Jonathan Mounsey	Sierra Cosworth	66.34
4	Dave Banner	Westfield	64.29
5	Scott Moran	Caterham 7	63.88R
6	Philip Sturdy	Rover Metro	68.38
7	Vini Dobson	VW Golf	65.12
8	Haydn Spedding	Jaguar E Type	63.85
9	Trevor Jackson	Van Diemen	65.12
A+B	Peter Hamilton	Caterham 7	59.24
E	Peter Green	Centaur	62.27
D+F	Tim Elmer	Phantom	59.16
C+G	Bernard Hoggarth	Caterham JPE	62.77
I	Dave Kitching	Jedi	58.28
J	Phil Cooke	Force PT	56.85
K	Trevor Willis	OMS	56.70
L	Roger Moran	Gould GR37	53.98
FTD	Roger Moran	Gould GR37	53.98



*Stuart Bullas enters the Esses a tad' sideways in the Class 1 Frog Eye he shares with Robin Johnson.*

*Photo: Robert Spedding*



*Ian Blair crests the rise at Country in his Class E Gryphon.*

*Photo: Peter Cunningham*

# BARC YORKSHIRE CENTRE HISTORY - 1969

*Tony Hodgetts*

"Competition Chatter" in January contained a statement of policy from the Committee. "So long as there is Motor Racing at a permanent circuit in the county, the BARC Yorkshire Centre wishes to be concerned in the promotion of racing at the circuit". Where did that one go to?

At the Annual Dinner Peter Lawson was presented with an inscribed salver, bearing the FTD at each round of the 1968 RAC Hillclimb Championship- most of which Peter had recorded.

The February issue contained a detailed account of the Centre's financial position and its effect on the desired work at Harewood which was to be restricted to tidying-up, and that by voluntary labour. The small "capitation fee" which was the Centre's share of the annual subscription meant that the Centre was effectively operating on a subscription income of fifteen shillings per member. That, my young friends, equals 75p per annum. And out of that we ran race meetings, hillclimbs (at our own venue for whose maintenance we bore the cost) social events and still a wide variety of driving tests, production car trials, and so forth.

The Centre's team won the "War of the Roses" inter-centre driving tests, held at Burtonwood on four inches of packed snow, which it is recorded "added to the fun". January's Club Night was a brain teaser in the form of one of Bruce Moss's picture quizzes.

The second leg of the "War of the Roses" at the Charrington's Brewery at Tadcaster also went to the Yorkshire Centre, with Bob Moorhouse being outstanding in his Lotus 7, and Chris England, Richard Hooper and Peter Millman taking the other classes.

The May circular announced the publication of Allan Staniforth's book "High Speed - Low Cost", which could be accompanied by full size working drawings for would-be car builders. I doubt if any of us (with the possible exception of Allan) ever thought how much enjoyment and competition would be generated by that opus, nor how long it would continue to affect club motor sport.

Linda Thornton joined us as staff secretary, Kathy Reyner having left to join the Frank Williams Organisation.

The Harewood Spring National meeting saw nine out of eighteen class records fall, with the top ten run-off going to David Hepworth's eponymous 4wd Traco- engined monster, followed by Jimmy Johnstone's Brabham and Roy Lane's TechCraft. Fourth place went to Peter Lawson in the Chevron-

BMW he had procured for a little light sports-car racing.

The weather in May savaged several of our events, but the inter club autocross at High Eggborough was dry (thank goodness, as the surface was graded fly-ash from the power station) and Bob Moorhouse took a class award. The Harewood practice day on Whit Tuesday was washed out before a car had left the line by a freak storm. By contrast, two days earlier on Whit Sunday our Croft race meeting enjoyed sunshine, a good entry and close racing with enough incidents to keep the punters interested. Peter Lawson took the GT race from Peter Kaye, Graham Birrell won the small saloon race, Richard Sutherland took the small Prodsport and Willie Wood's Cobra the large, and Bob Prest won the Clubman's race. A gentleman called Blackadder took a couple of place finishes in a Nathan GT - no doubt his mechanic had a cunning plan.

A young lad called Seaman joined the club in July, along with one Richard Twaites from Dewsbury. The Scarborough Weekend was won by Bob Moorhouse from Chris England with Peter Millman and Ian Hardy close behind.

The Montague Burton Trophy meeting was almost ruined by torrential rain on practice day, which turned the paddock into a quagmire; liberal application of several wagon-loads of gravel, diverted by the Wensleydale mafia from their original destinations in the Masham area, assisted movement through the mud, and Sunday was fine; but it was a close-run thing. Nicky Porter, Peter Kaye, Alan Mountain, Jeff Goodliffe, Bob Prest, Howard Wilkinson, "Bing" Crosby and Jimmy Johnstone all took their classes, and David Hepworth took FTD.

That man Bob Moorhouse turned up again, to win the E.A.Denny trial from Richard Hooper, who may have been slightly put out, in a Hillman Imp, to be beaten by 0.8 marks by what is really a "special". The Vintage and Novices' meeting at Harewood had a couple of unusual results; firstly Rita Wilkinson finished second in the Top Ten run-off in husband Howard's Lotus 23 which I think is the best result by a lady at Harewood, and secondly we were treated to the stirring sight of Basil Davenport forcing "Spider" up the hill in a flurry of flying elbows.

August's Joint Driving Tests at Hull were won by Ian Hardy from Chris England, who both managed to beat that man in that Lotus 7. On the

national front, David Hepworth clinched the Hill Climb Championship, with a spectacularly cheerful award presentation which culminated in the collapse of the stage under the irresistible force of Chairman Mike. The members' Summer Hill Climb went to Jimmy Johnstone from John Cussins's BRM, with class wins for John McCartney's Felday 4wd and Allan Staniforth's Terrapin, but the meeting was chiefly infamous for finishing after 7pm. thanks to a terrible number of excursions off course.

The Harewood Championship meeting went to Sir Nick Williamson's McLaren from David Hepworth, but in the classes a few new names began to appear; Chris Cramer in the small special saloon class, and Brian Kenyon taking the small marque sports car class.

Brian repeated that success at Scarborough, closely followed by Miss Pat Hopkinson(!) and Martin Brain took FTD. The season closed with a floodlit driving test at Hunslet Rugby ground, which was won by Ian Hardy from Brian Kitching and Gordon Chippindale.

# ANNUAL COMPETITIONS

## After the June Meeting

Pos	Name	C/M/O	Points
1	Peter Green	C	21
2	David Spaul	C	19
3=	David Dalrymple	O	18
	Richard Hardcaastle	O	18
	Graham Wride	O	18
6=	Bobby Fryers	C	17
	Peter Walker	M	17
	Daphne Walker	M	17
9	Tim Bendelow	M	15
10=	Pat Kenyon	O	14
	Brian Kenyon	O	14
12	Steven Dunn	C	11
13=	Mark Pocklington	C	9
	Carol Wride	O	9
15	David Naylor	O	7
16	Andy Ball	C	6
17	Richard Hooper	O	5
18	Duncan Pierce	C	0
The Pearce Trophy		Peter Green	21
The Ken Lee Trophy		David Spaul	19
The Firth Bowl		Daphne Walker	17
The Chippy-Iola Vase		Pat & Brian Kenyon	28

## Harewood Championship

Pos	Name	Total	Rd 1	Rd 2	Rd 3	Rd 4	Pos	Name	Total	Rd 1	Rd 2	Rd 3	Rd 4
1	John Hoyle	69.84	17.26	17.54	17.74	17.30	34	Jon Waggitt	41.97	13.37	15.91		12.69
2	Dave Banner	69.18	15.90	17.87	17.43	17.98	35	Matthew Sutcliffe	41.96	13.91	13.73		14.32
3	Steve Owen	67.22	14.38	17.02	17.92	17.90	36	Simon Bainbridge	41.93	13.87		13.41	14.65
4	Andrew Stokes	66.23	16.02	17.13	16.55	16.53	37	David Chambers	41.41	12.92	13.68	14.81	
5	Robert Bellerby	65.39	14.97	16.64	16.80	16.98	38	Andrew Greaves	40.77	10.29	14.92	15.56	
6	Jonathan Mounsey	64.30	16.19	15.72	16.60	15.79	39	Glyn Sketchley	40.32	12.99	14.86	12.47	
7	Bobby Fryers	64.24	15.14	15.62	16.85	16.63	40	Philip Sturdy	39.88	11.20	13.32		15.36
8	Dale Cordingley	63.96	14.78	17.13	16.79	15.26	41	Steven Dunn	39.33	10.48	14.34		14.51
9	Geoff Goodwin	63.45	10.07	17.70	18.00	17.68	42	Ian Blair	37.32	10.85	12.09	14.38	
10	Dave Kitching	60.83	12.21	15.55	16.28	16.79	43	Jamie Warren	34.65	9.83	11.80		13.02
11	David Spaul	59.91	13.92	15.94	14.82	15.23	44	Ian Thomas	34.11	7.99		12.86	13.26
12	Haydn Spedding	59.33	12.97	15.08	15.65	15.63	45	Richard Hargreaves	32.71			16.08	16.63
13	Mike Geen	58.52	12.88	15.51	15.48	14.65	46	Paul Syson	31.78		10.00	10.86	10.92
14	Peter Green	58.51	8.64	16.72	15.88	17.27	47	David Coulthard	30.83	6.40	6.98	8.22	9.23
15	James Blackmore	58.30	10.36	14.44	16.23	17.27	48	Andy Geen	29.53	8.90	9.89		10.74
16	Jenny Woodfield	57.75	13.73	14.48	15.03	14.51	49	Tony Brumfield	27.38	13.18	14.20		
17	Lynn Owen	55.75	11.52	14.09	14.74	15.40	50	Nick Aveyard	25.75		12.93	12.82	
18	John Gallagher	55.61	12.85	14.00	14.38	14.38	51	Tony Hall	24.88	12.43	12.45		
19	John Chacksfield	54.60	9.58	14.55	15.15	15.32	52	Andy Lightowler	24.49		7.68	8.31	8.50
20	John Tooby	53.55	12.79	13.82	12.86	14.08	53	Mark Pocklington	24.41	6.90	9.92		7.59
21	George Bleasdale	53.40	9.53	14.78	13.90	15.19	54	Peter Rhodes	22.97	11.40	11.57		
22	John Green	53.17	11.21	13.74	14.04	14.18	55	Andrew Henson	21.82	5.28		16.54	
23	Clare Sullivan	52.67	4.39	15.47	16.66	16.15	56	Jim Naylor	20.86	9.16	11.70		
24	Steve Campbell	52.09	11.39	13.45	14.22	13.03	57	Roger Coulsey	19.02	5.41	6.97		6.64
25	Bernard Hoggarth	49.60	10.05	13.40	13.43	12.72	58	Kevin Barker	16.77		16.77		
26	Iain Ball	47.88	8.21	13.06	13.53	13.08	59	Allan Staniforth	16.07	4.37		6.75	4.95
27	Jonathan Rhodes	47.60	9.76	12.12	12.03	13.69	60	Peter Ashley	14.10		14.10		
28	Richard Spedding	47.35		16.06	15.84	15.45	61	John Slater	12.85	3.06	4.36		5.43
29	Les Procter	46.76	8.10	12.61	13.28	12.77	62	Nigel Jones	9.91			9.91	
30	Adam Warren	46.20	8.33	12.46	12.69	12.72	63	David Brewis	6.97		6.97		
31	Robert Warwick	46.03	9.79	11.49	12.19	12.56	64	James Sullivan	5.79		5.79		
32	Andrew Ball	42.51	10.19	15.26		17.06	65	Vince McNeely	5.05				5.05
33	Mike Johnson	42.09	13.55	14.40		14.14							

# 2001 DRIVING SCHOOLS

## A Fantastic Success

Some attendees at this year's Schools have improved their times by over 2 seconds!

In hillclimbing terms, this is a lifetime.

So if you want to do likewise, next year's dates will be announced shortly.

2001's last School on 23rd August is full

Contact Pat Kenyon on

0114 234 0478

e-mail: [pkenyon@holdworth.fsnet.co.uk](mailto:pkenyon@holdworth.fsnet.co.uk)



## Harewood Speed Hill Climb Merchandise Order Form



Name: .....

Address: .....

.....

.....

..... Post Code.....

Tel number: .....

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

Please make all cheques payable to BARC

Return to Carol Wride, 124 West End Drive, Horsforth, Leeds LS18 5JX

## THE ULTIMATE ACCOLADE

*Brian Kenyon*

Recently Pat had a phone call from Prescott asking, would you believe, how we ran our events with notable reference to our policy of two practice and three runs and no top twelve run offs on a one day event. Also that we offered, on our recent two day championship round, four practice runs on Saturday, one practice on Sunday along with two timed runs and two top twelve run offs. They enquired how long it took to clear up after competitor 'offs'.

At our recent MSA Championship round, many competitors compared our policies with those at Prescott and I must say that we came out with top marks and it would appear that there is much dis-satisfaction with the present Prescott system.

You may think that we are gloating because of Prescott's enquiry. Not so, Prescott have shown remarkable foresight and courage in grasping the nettle. Few organisations will admit any frailties but that they have done so is to their great credit. The major problem that Prescott suffers from is the over popularity of their events, in an effort to run 220 entrants the timetable becomes overloaded. How they resolve this problem is in their hands. We wish them success.

Harewood must move forward and cannot afford to rest on its laurels, although much has been achieved in recent years, there is much more that needs to be done to elevate us to one of, if not the major speed hillclimb organisational venue in the country.

Unfortunately the new timing is taking a long time to sort out for it was designed primarily for downhill skiing and many problems have arisen in its adaptation for speed hillclimbing, progress is being made and although they were not available for general consumption, first 64ft times and the overall timing was run alongside our present system at the last event.

One thing that lets Harewood down and should be given some careful thought, is the prize presentation. It does not have any charisma or impact in a visual sense. The sighting is grotty to say the least. Loose broken tarmac and rough stone is not the sort of surface that people should be expected to walk on to receive their prizes. If we persist with the present position for the prize-giving,

and I know the reason why we do, (it is to ensure that our caterers receive support at the end of the event), it needs a little theatrical dressing up of the area with BARC Harewood banners, tarmacing etc for as it is on the edge of the hill and in sight of the other side of the valley, any permanent fixtures may be deemed inappropriate.

The under-use of one of our (Harewood Hill's?) greatest facilities is of grave concern. The Club House remains dormant for much of the year and if some money was spent on heating and making it a little more comfortable, the AGM, Committee Meetings, club nights and other appropriate events could be held there.

As with everything in life, club nights need someone to organise them. It is no good the membership sitting back and saying "they ought to do this...." unless members are prepared to make it happen. The present organisers have more than enough to occupy their time.

So as not to offend anyone's sensitivities, I would like to state that the above are my views and my views only. At times I would like to see greater input from other sources but until that happens, you will have to contend with my views.

## GOOD CROWD - GOOD PUBLICITY

*Brian Kenyon*

Although I haven't seen any figures yet, we appeared to have a good spectator attendance at our British Championship round. This doesn't happen by chance, but is the product of much hard work pushing Harewood and the sport of speed hillclimbing throughout the year. The media is extremely fickle and although Pat feeds them with a constant stream of press releases and verbal information and invitations to our Driving Schools if some other major story breaks they will automatically follow this.

This year we have had an ITV crew in attendance and appearances in Look North 'What's On'. Radio features highly in our pre-publicity and we have had regular interviews on various local radio stations. We have reports and previews in many of the major local papers but many sports editors view hillclimbing as a minor league sport and football, cricket, rugby etc will always take precedence. We continue to strive to re-educate them but it is a hard task.

# MAKE HAY WHILST THE SUN SHINES

Harewood Sunday 10th June

*Peter Hamilton*

An overcast and drizzly morning in Burnley did not benefit from the well-trodden climb over the Pennines and arrival at a bitterly cold, windswept Harewood offered little in comfort other than a couple of excellent bacon butties. But we should all know better than to rely on our favourite patch of Yorkshire's early signs - another great day was had by all in every respect.

A heaving paddock was bolstered by the Paul Matty Classics and the Caterham Academy "Bentit Boys". Budget racing it cannot be! At the other end of the scale, Roger Kilty put in a rare appearance. Budget racing his Pilbeam certainly is not.

The whole Classic Lotus Sportscars class saw through Anthony Shute's "Emperor's New" 340R, but he graced the class with some excellent times and won at a canter. Jon Dobson and Keith Wilford battled closely in more traditional attire for 2nd and 3rd respectively. The single seaters saw another clean win, with John Crook getting down to 62.67 seconds in the 69 F3.

And so on to more modern derivatives of the great CCs work. A swarm of more than 20 Academy Caterhams buzzed and drifted their way up the hill with Camberley man Tony Lawrence winning by nearly 2 seconds and banging on the door of the 67.87 second record. As ever in this class, exuberance got the better of the faster drivers on their third runs, but steady progress was made by those further down the field. A lesson for us all!

If the Caterhams offer absolute equality, then the Road Modified Saloon and Sports Car classes offer diversity of shape and pace in equal measure. The sub-1400cc class went to Geoff Goodwin's Midget, the combination shaving 5/100ths off their 1999 class record. The new mark of 71.25 was too hot for the rest of the class, but Clare Sullivan continued to get quicker in her Mini and may well get there later in the year. Rumour has it that Bobby Fryers puts his immaculate Clio Williams on rails when he leaves the paddock for his run and the car makes its own way back to Keighley. He was a clear winner over Andrew Webber in the Elan, but was still a good second off the record he set 2 years ago. In the unlimited division Jonathan

Mounsey and Richard Hargreaves had a great tussle, with Jonathan coming out on top and scoring well in the Championship, despite Richard declaring an intention on lowering his own record.

In the Road Modified Kit classes it was business as usual. Dave Banner was still dizzy from 2nd practice spins, but scored well in getting within 0.6 seconds of his record and beating a hard charging Robert Bellerby by the same margin. Robert was getting some great times out of the Stryker managing a 1/100th of a second lead over third placed Dale Cordingley in his 1600cc Caterham. John Hoyle maintained 1700cc plus honours digging deep into the 64 second mark and comfortably beating Tom Whittaker into second. Notable newcomer in this class was Peter Needam in the stunning self-penned Shelsley. Orders are being taken by Jon Waggitt!

The under 1400cc Mod Prod class lost favourite Philip Sturdy in 2nd practice when his Metro broke a valve, leaving the class wide open, but unlikely to challenge the Matthew Pinder record. Bill Kirkpatrick prevailed in his Midget beating fellow Midget pilot John Thacker into second. The up to 2000cc division was small, yet perfectly formed. Vini Dobson pushed consistently hard in the Golf, could not improve on his first run of 65.15, but still came out winner over Jenny Woodfield who also scored with her first run. The Speddings had a ding-dong in the unlimited class, with Richard improving and father sliding as the day progressed. Richard won on the last run, with the venerable E-type the real winner delivering 6 times covered by one second in a hard afternoon of driving.

Pre-94 Formula Fords saw Mick Moore in the RF85 putting down the younger of the Van Diemen species driven by Andrew Henson. The Diemens prevailed as Trevor Jackson took third in his RF85.

The up to 2 litre Mod Prod class saw the Hamiltons roll out the well-campaigned Caterham for probably the last time, with a "For Sale" (plug!) sign on the nose. Peter was determined to throw it at the hill and Tim Wilson's record, but a class winning 59.13 was a case of "close, but no cigar". David Spauld wrestled with camber all day to take second and Brian H. finished third contemplating a

more laid back future in the Quest. There followed a mass-merging of classed C, D, F and G to give us the David and Goliath battle of Bernard Hoggarth's Caterham 2000 Turbo against Christian Mineeff in the SPA Judd. This time, history suffered at the hands of grunt and Christian won out with a spectacular 57.06 sec third run.

Class E for smaller Sports Libre cars was spared the merger and a consistent Peter Green won out by a second over David Chambers in the pretty OMS sportscar. Ian Blair put David under pressure with a good first run, but drifted off the pace as the afternoon progressed.

And then came motors with only one seat. Class I for under 1100cc cars saw a good entry and favourite Dave Kitching, reverting to carbs, challenged by the flying Andrew Greaves on new fuel injection. Dave was remarkably constant, winning with a best of 57.55 and with all 3 afternoon times covered by 1/10th of a second. Alan Greenwood brought his MacLan home in third, less than half a second behind the ever-quicker Greaves Zzander.

Classes J and K were merged, but the smaller engined OMS and driver James Blackmore were on great form, only being beaten by Steve Owen in another of his creations. Steve's super time of 56.03 was good enough to be a real challenge for FTD and wife Lynn made it a class 123 for the marque. Mike Slinn presented his beautiful ex-Lafitte March 742 to Harewood for the first time

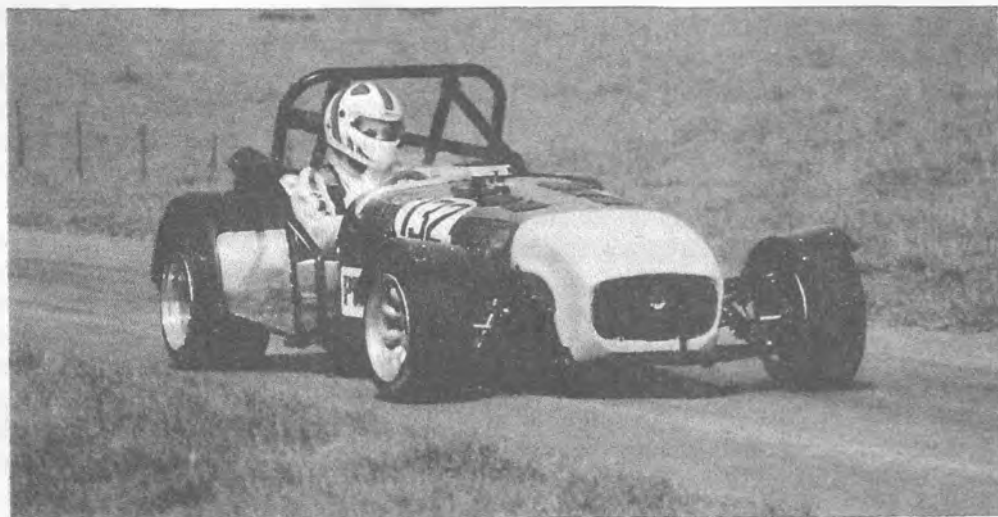
and bounced back from a gravel-trap moment in 2nd practice to post a very respectable 60.88.

Roger Kilty was fearsome in Class L, the bigger cars always looking faster, even if the times sometimes show otherwise. However, 115 mph through the speed trap left little doubt as to his intentions and he won the class and FTD with a 55.9 sec run that left Steve Owen in 2nd place and Christian Mineeff in 3rd for overall honours.

Harewood has been kind to us on the weather front this year, but the club is making its own luck with great organisation and continued good spirit and humour in the paddock. Well done and thanks to all who contributed.

#### RESULTS

Cl	Name	Car	Time
12A	Anthony Shute	Lotus Elise	63.88
12B	John Crook	Lotus 69	62.67
17	Tony Lawrence	Caterham 7	68.12
1	Geoff Goodwin	MG Midget	71.25R
2	Bobby Fryers	Clio Williams	68.72
3	Jonathan Mounsey	Sierra Cosworth	65.46
4	Dave Banner	Westfield SEi	64.37
5	John Hoyle	Westfield SEiW	64.14
6	Bill Kirkpatrick	MG Midget	67.30
7	Vini Dobson	VW Golf	65.15
8	Richard Spedding	Jaguar E Type	63.09
9	Mick Moore	Van Diemen	62.89
A+B	Peter Hamilton	Caterham	59.13
E	Peter Green	Centaur	63.11
F+D			
+C+G	Christian Mineeff	SPA SC358	57.06
I	Dave Kitching	Jedi	57.55
J+K	Steve Owen	OMS	56.03
L	Roger Kilty	Pilbeam MP47	55.90
FTD	Roger Kilty	Pilbeam MP47	55.90



*Peter Hamilton out for a last blast in the extremely quick family Caterham  
Photo: Steve Wilkinson*

# TEN YEARS AGO

*Tim Wilson*

... the Shell Oils Speedclimb weekend was my first experience of hillclimbing at Harewood, indeed only my third ever hillclimb. I shared a 1600 Ford crossflow powered MG Midget, in which I had contested the previous years' British Autotest Championship, with Batley sports car builder Allan Beaumont. We finished 5th and 7th respectively in the 2 litre Mod Prod class - in 2001 my former co-driver returned to Harewood, proving that hillclimbing need not be expensive, he entered a Renault 21 which was subsequently scrapped to make way for the next exciting 'race car'.

A look through the programme and 'Speedscene' reports for the 1991 events revealed some familiar names and some interesting quotes!

In the Ferrari class, Chairman Simon Clark fared better than he did this year, taking the win in his 328GTS. Rapid Jedi driver Dave Kitching shared a Spitfire with father Norman, competing in the Marque Sports class with the energetic organising duo, Brian and Pat Kenyon. With two other Midgets inside his record, "all conquering Spridget man Brian Kenyon" set a new mark, but not satisfied with holding one record Brian also held the Class 8 record for MG cars which ran on the Saturday - no wonder he's so modest!

Current EVO maestro, Richard Hargreaves had his domination of the unlimited Touring Car

class challenged, his record falling to the similar Cossie of John Garnett - he did get it back in June! In the ModProds, current Class A record holder Peter Herbert knocked 2 seconds off his PB to win the small capacity class in the then-crossflow powered Westfield, whilst the unlimited class featured Haydn Spedding's venerable E type and V8 kit car aficionado, Don Burt.

Among the single seaters, regular top 10 British contender Tim Mason had slightly less power under his right foot but still won the Formula Ford class in his Van Diemen. Even David Grace had his name in the record books - a class record holder in the Clubman class, set in 1986 in a Mallock. Competition Sec Chris Seaman was in contention for FTD "hurling the Brabham BT30 through Orchard and Farmhouse like a latter day Rindt", but his day ended in the Quarry gravel trap. Recently retired Treasurer, Peter Varley won the 2 litre class in the March Pilbeam, now owned by Wesfield star David Newton. Suspension specialist Allan Staniforth shared the race for FTD in his Quest Terrapin, now Vauxhall powered and run at this year's meeting by Jon Waggitt. Lynn Owen ran alone in an 1100 OMS whilst "local hero" Steve Owen took his first FTD in a 2.5 litre Hart powered OMS on 38.88 seconds - short course, remember!

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## THANK YOU *Brian Kenyon*

As Event Manager (Car Park Attendant!!!) a big thank you to competitors for parking motor homes, caravans, trailers so orderly at our recent MSA meeting. Not only does it look neat and tidy but the main point is to ensure that everyone has good access to and from the site, particularly if the weather turns inclement.

I always tape off an area at the side of the road to allow for 2-way traffic, it is vital in case of an accident that emergency vehicles have an unrestricted exit from the venue. I have mentioned to committee members that it would perhaps be a good idea if this 2-way system was fenced on a permanent basis, with obvious strategic access points to the car parks. Although I was not aware of the fact, it appears the committee have this in mind for some time in the future. To allow for this a recently erected less than strategically placed sign will have to be moved!

No doubt you will join me in thanking Keith Davison, his wife Edith, and anyone who helped, for a most excellent barbecue held on the Saturday evening of our MSA meeting. Keith quite rightly, says that one barbecue is enough for one person to organise so all of those who suggest that it should be done on a more regular basis, please step forward and offer your services to organise a further barbecue.

Harewood looked in fine fettle for our championship round. The course was in perfect condition with much of the armco painted as was the kerbing. The grass was cut in both the paddocks and the car parks making Harewood a picture to behold for our most prestigious event of the year. This was due in no small measure to the efforts of that famous (or infamous team) Wattle and Daub. I must take them to task, for with David Dalrymple now attached to the existing team of John Green and Richard Spedding surely Wattle and Daub should have another name in their title. I await with baited breath.

# EDITORIAL



Dear Member

Flavour of the Month. It's gratifying that Harewood is extremely popular with the national hillclimb circus. They have been keen to have a 2nd date at Harewood for some time. This year, as you full well know, it has come to fruition but as the date is late in the year, as it is a one-day event we will have to run an extremely slick meeting. To help, the entry level has been set at 125. The event is NOT a round of the Harewood Hillclimb Championship but quite obviously any of our regulars wishing to enter, will be extremely welcome. I have regulations if you don't already have a set.

Entry levels for the national championship round in July were surprisingly poor, perhaps many of our members do not like 2 day events but I cannot understand why this year's August event is not oversubscribed as it has been in the past few years. Perhaps championships attending Harewood are low on numbers?

The Harewood Championship is extremely tight and will undoubtedly run down to the wire. Any of the top half dozen could possibly win unlike some years when the championship leader was almost a certainty by August.

We will be joined at the September Saturday event by the 2nd Caterham Academy group who are coming back to Harewood for a second visit. Many of them will also be staying to compete on the Sunday. If you wish to secure an entry for either of the September events, please ensure that you enter early and avoid disappointment.

Don't forget I am always on the lookout for articles, snippets, adverts, anything that could possibly be used for the Yorkshire Centre 'Times'.

Pat

## IN CONTROL

Tim Wilson



So how many of you realise that all Harewood events depend on a man sitting in the barn pressing a button!

I certainly didn't, as Clerk of the Course Simon Clark was undoubtedly aware when he invited me to help in Course Control. I naively accepted, oblivious of the fact that I had just been condemned to a day of isolation.

My inexperience showed when I turned up late to find that the rest of the organising team had been hard at work since before 8am. Dressed inappropriately in an Otway teeshirt, a souvenir from the previous nights' entertainment in York (for those of insufficient years or musical taste to remember, John Otway had a hit single in the seventies and still tours relentlessly!), I soon realised why regular controller, Paul Pocklington, wore a heavy sweater. The thick stone walls meant that the warm sun barely penetrated our residence for the day.

My dark glasses and bottle of water clearly emphasized that dehydration prevented my hangover from clearing, so when the action started I was left to stand and watch before being let loose on the controls. It brought back memories of my first day at work - would I be sent to the Stores to ask for 'a long stand'!

Once in the hot seat, the intense concentration ensured my head kept clanging until lunchtime. Our confined cubicle was the nerve centre for the event - the radio crackled constantly, relaying reports from the 'men in orange', my headset buzzed intermittently as cars cut the finish beam interspersed with queries from the timekeepers (such as "who on earth is in control today?") and my eyes became hypnotised by the bank of lights telling me when the next car was lined up on the start. Then, and only then, if the course was clear, I could throw the switch to turn the traffic lights from red to green. But wait, the Pilbeam on the line will catch the car at Chippys, so I hold it a few more seconds. Oh no, the radio crackles, the red flag is out, quickly throw the switch to put on the flashing yellow lights, the driver on the line throws up his arms in despair. Been there, done that!

So next time you are stood at the top of the hill whingeing, wondering what is going on, why nothing seems to be happening, just spare a thought for the poor guy sat in the barn with a headache!

# Q...Wight a day!

## MSA Championship meeting

### Tim Wilson

Harewood took on a different appearance as the MSA British Championship made its annual trip north. The well-mown trailer park was lined with an impressive array of motorhomes and caravans that form a distinctive part of the national circus; the paddock displayed an abundance of single seaters and buzzed with the frantic activity that accompanies these highly strung racers (the cars that is, not the drivers!). The competition lived up to expectations as well, with two new class records, some near misses and climaxing with two gripping runoffs.

In the opening Harewood classes, Geoff Goodwin took his customary road car win in the Midget but was pushed by the unassuming Austin Healey Sprite of Stuart Bullas and Mini-mounted Clare Sullivan, who found over a second improvement to keep her in the race for Ladies Championship honours.

Bobby Fryers had an easier win in the 2 litre division, his well developed Clio finishing over 2 seconds clear of John Gallagher's Honda Integra. Richard Hargreaves celebrated his birthday by taking the unlimited road car win ahead of Jonathan Mounsey's Sierra Cosworth and Mike Johnson's entertaining 911. The Evo driver's 65.43 winning climb was well off his record though, claiming an unexplained lack of grunt from the 2 litre turbo...or was it age!

The kit car drivers clearly prefer one day meetings, with a disappointing 8 turning up to challenge reigning Harewood champion, Dave Banner. Robert Bellerby upset the formbook by heading the chasing pack with a 65.18 second climb in the Sylva Striker from the K-series Caterhams of Andy Stokes and Dale Cordingley. The Banner Westfield continued its season long domination with a final run only 0.02 shy of the class 4 record. This year's championship leader, John Hoyle, saw his lead diminish, guaranteeing an exciting climax to the series but a 64.58 run in the 2 litre Westfield gave him a comfortable 2 second class 5 win from Matthew Sutcliffe's similar car.

Drama emerged in the 2 litre Mod Pro saloon class with the early demise of Paul Nutter's Escort after its engine failed at the first bend. Past Leaders Champion, Mark Waldron, joined the class 7 regulars and used the turbocharged 1400 Elise to good effect with a class winning 62.64 well inside Colin Stewart's 3 year old mark. The shared Stokes / Fleming Astra finished 2nd and 3rd when both

drivers amazingly posted identical times on the final run, Neil Stokes taking the runner-up slot with a better first time. In the unlimited class the 4.2 litre E-type of Haydn and Richard Spedding was never challenged for the win, but intense competition between father and son started with Richard's fine 62.72 practice run and culminated with an early trip to the trailer park. Haydn's opening climb was good enough for a narrow win over his young co-driver and Simon Bainbridge's potent Audi. Mick Moore ran out a clear winner in a depleted Formula Ford class with a 62.54 best in the Van Diemen to complete the Harewood classes.

The 1400 Mod Pro class ran unmerged for the first time this season with the increasing popularity of bike-engined kit cars. Mike Pitt set the pace from the outset in his well-developed Westfield-Suzuki and closed in on Peter Herbert's 4 year old record with a class winning 60.24 final run, narrowly ahead of co-driver Phil Davies. Andrew Ball kept up with the Leaders contenders in his roadgoing Caterham Blackbird for third place. The 2 litre division saw Harewood regular David Spaul pushed to hang on to the top slot as Westfield convert Andrew Forsyth quickly adapted to his new mount, closing within 0.04 seconds of the familiar Connaught-powered Westfield.

Clubmans cars made a welcome return to Harewood under the guise of Hillclimb Super Sports Cars. The lead was always going to be a straight fight between the Mallocks of Paul Lord and Peter Needham, despite strong competition from Mark Goodyear's Vision and the Ward family Mallock. Lord maintained a narrow lead throughout the weekend to take the win by 0.11 seconds.

Peter Green used his experience of Harewood in an attempt to keep sole rival, Andy Bourgourd at bay, but despite a season best 61.72 could not match the Guernseyman's 60.29 final run in his 1100 Mallock-Suzuki. A well-supported 2 litre division witnessed an intense battle with Mallock-mounted Paul Haines maintaining the upper hand in practice only to find himself trailing as Tom New found over a second improvement. Final run fever pushed Haines inside Jon Waggitt's record and Tom New's Vision off the track. Steven Dunn upheld local honours with a fine 3rd place behind the Leaders contenders in the less powerful Maryk. Christian Mineeff's mighty Judd-powered SPA sports racer was a clear favourite for honours in the unlimited division and, despite the efforts of

Mike Sidgwick in the smaller capacity Pilbeam, secured the win with a 55.66 final climb.

Hamish Lindsay and Tony Hunt had a weekend long battle for the class H win, culminating in a narrow win for Lindsay's raucous 500cc Jedi-Streuer. The remaining four classes provided perhaps the closest competition of the weekend as the visiting single seaters benefitted from an unexpected 5 practice runs to push the locals. Past Harewood champion Dave Kitching saw his early practice lead disappear as Mark Budgett found pace in the radical Force-Suzuki. Budgett's winning 56.02 second run was within 0.2 of Mark Lawrence's record, while Kitching posted a season best in the familiar Jedi to hold onto the runner-up slot by the narrowest of margins from Adam Fleetwood.

Harrogate driver James Blackmore used his limited knowledge of the home venue to hold an unexpected class I lead in Saturday's practice session ahead of Phil Cooke's Force. However, Michael Beattie made the trip across the Irish Sea worthwhile with a fine 55.64 winning run when it mattered in the diminutive Jedi, within two tenths of Graeme Wight Jr's 1997 record and good enough for a run-off place. First run leader Ian Chard brought the DJ Firehawk home a close second while the Blackmore challenge disintegrated along with his OMS bodywork when a determined final run ended dramatically on the hillside exiting Farmhouse. A first run 56.50 maintained 3rd from John Mould's Blackbird-powered version.

The 2 litre class provided an equally compelling contest as Harewood FTD championship favourite, Steve Owen ended the first practice session with a dominant final run to head five drivers in the 56 second bracket. The OMS constructor headed the first runs with a run-off qualifying 56.05 but saw his class win disappear as first Mark Lawrence ran in the 55's and then Ben Butterfield posted a stunning 54.71 in the more powerful Gould Dallara. Trevor Willis fell down the running order in the OMS Vauxhall to finish 4th. Harewood regulars Peter Hamilton and Jon Waggitt debuted their single seaters with mixed fortunes, Hamilton bringing the ex-Staniforth/Waggitt Quest home a respectable 8th while Waggitt spent the weekend changing drive couplings on the purposeful looking Reynard. Lynn Owen pushed the OMS to a season best 58.55, closing in on Jenny Woodfield's Ladies Championship lead in the process.

MSA Championship favourite, Graeme Wight Jr ran out a clear winner in the unlimited division. Wight's opening run 52.43 failed to snatch Roger

Moran's class record by a mere 0.02 seconds but guaranteed the win, over a second clear of Tim Coventry. Moran brought the Gould-Judd home a close third to give the manufacturer a clean sweep of the placings.

The morning run-off saw many of the regular contenders fail to qualify as the pace in the lower classes resulted in Budgett, Chard and Owen demoting them to the spectator ranks. However, it was business as usual at the top for Wight Jr, the young Scot hurling the screaming V6 Gould up Quarry Straight at a stunning 123mph to post a 52.35 second run to head Moran in the race for both run-off and FTD honours. The meeting climaxed with another stunning display by the Scot, his 52.61 climb over 0.7 seconds clear of the V8 Goulds of Moran, Coventry and Tim Mason.

Roll on October and another display of MSA Championship hillclimbing!

### RESULTS

Cl	Name	Car	Time
1	Geoff Goodwin	MG Midget	71.57
2	Bobby Fryers	Clio Williams	68.94
3	Richard Hargreaves	Mitsubishi EVO	65.43
4	Dave Banner	Westfield SEi	64.18
5	John Hoyle	Westfield SEiW	64.58
6+7	Mark Waldron	Lotus Elise	62.64R
8	Haydn Spedding	Jaguar E Type	63.30
9	Mick Moore	Van Diemen	62.54
A	Mike Pitt	Westfield	60.24
B	David Spaul	Westfield	61.47
D	Paul Lord	Mallock	58.79
E	Andy Bougourd	Mallock	60.29
F	Paul Haimes	Mallock	56.36R
G+C	Christian Mineeff	SPA SC358	55.66
H	Hamish Lindsay	Jedi	61.19
I	Mark Budgett	Force 14	56.02
J	Michael Beattie	Jedi	55.64
K	Ben Butterfield	Gould Dallara	54.71
L	Graeme Wight Jnr	Gould GR 51	52.43
FTD	Graeme Wight Jnr	Gould GR51	52.35

***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***

# DATES FOR YOUR DIARY

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

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

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

**EXTRA EVENT**  
**Autumn  
Championship  
Meeting**  
**Sunday 7th October**  
**MSA Championship Round**  
**and NOT a round of the**  
**Harewood Championship**  
**Regs available from**  
**Pat Kenyon**  
**0114 234 0478**

**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

## 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

**28 August 2001 please.**

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