



# YORKSHIRE CENTRE

AUGUST/SEPTEMBER 2001



## BARC CHAIRMAN'S LETTER



Dear Member

Normally I would be saying we have completed another season at Harewood but as most of you know we have secured a second round of The MSA British Hillclimb Championship to be staged on 7th. October. Coincidentally Brian's and my birthday so presents will be appreciated.

2001 has been a good season, not least because 5 months ago there was a very real fear that foot and mouth would end it before it started. Thankfully we only lost practice day and the entry levels since have made up for that.

Congratulations go to our champions Geoff Goodwin, Clare Sullivan and Steve Owen and it is my fervent wish that you will join us at the Dinner Dance, to celebrate another year and their success, in November at Oulton Hall.

I rarely single out any one person for praise but this year I have to mention Graham Wride who organises the regs. and invites all the visiting clubs, classes and championships. You only have to look at the entries for this year to know what a fantastic job he has done.

Competitors will be pleased to hear that our new timing system is in the later stages of testing and will be live next year. It has been present at many meetings this year and looks very exciting but there has been a lot of work to ensure the results and paddock information system can run in tandem with it and we feel we are nearly there.

So until October 7th thank you all for your continued support and at all levels it is appreciated and I feel we continue to improve our venue for the good of all.

Best Wishes

Simon

## Issue No 87

*In the next issue:*

*Face to Face*

*Report on the  
October event*

*Another quiz*

*Final positions for  
the Annual  
Competitions*

*Final positions for  
the Annual Awards*

*Annual Dinner  
Dance &  
Award  
Presentation  
Saturday 24th  
November  
2001  
Oulton Hall  
Hotel*

**Tickets £29.50  
from Carol Wride  
Application Form  
enclosed**

*If you change  
your address, please  
inform Headquarters*

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## Record breakers

AUGUST 5th 2001

*Brian Kenyon*

On 5th August I was a Steward and thought it appropriate to visit as many marshals posts as possible, as a bonus I got a close track-side view of proceedings. I was amazed at the variety of lines used, I will shortly be circulating the paddock with a large wad of Driving School brochures!!!

Ferrari Owners Club members were out in force on Saturday visiting their favourite Driving School, many using the day in preparation for competing on Sunday. Brian Jackson in the 355 was headed on the first runs by Driving School expert and May Ferrari class winner Nick Frost (Nick has been to nearly all the schools - or it seems that way!), Brian bounced back on the 2nd runs to set a 66.79s. With Nick's reply of 66.88s the outcome was settled. Peter Hayman's handling of the large 512TR was impressive and although he beached it on the top of Orchard gravel trap, he used the previous day's School experience to good stead. The click, click, click as his wing mirror clipped the thwacking strips at the Esses was music to a Driving School instructor's ears, it shows that no matter what size the car, if you use that little round black thing in front of you, you can make the car go where you want! Peter's precision was rewarded with 3rd place in the class.

Geoff Goodwin in his Class 1 MG Midget did his championship challenge no harm with a new class record undercutting the previous mark by 0.04s. Mighty Mini Lady Clare Sullivan has been improving her times all year, a super drive saw her just one and a half seconds behind the class leader. In a Midget versus Mini confrontation, given dry conditions a Midget should always be at least a second ahead of the saloon car, given drivers of equal ability. John Tooby was delighted with 3rd place in the white Citroen AX GT.

Bobby Fryers 2nd run secured the class which was fortunate as he heard strange noises from the Clio's transmission in the tyre warming area. Bobby sensibly aborted the run and parked the car by the tyre-warming pad. The plan was for Bobby to either remove the car on his trailer or drive the car slowly up the course when a suitable gap occurred. Before the trailer was produced a driver went off, during the ensuing hold-up Bobby was told he could drive the car up the course. I

can categorically state that there was no oil exiting or under the Clio but unfortunately, as he was touring up the hill, a nut punched its way through the transmission case and a trail of oil was left from the exit of Country to the old paddock exit road.

Jamie Warren's Peugeot 205 GTi just kept its bonnet in front of brother Mark's Escort. The Escort Mark shares with Iain Ball used all of the track, but not necessarily the right bits. They get 100% for effort and enthusiasm - but lads, your lines! Although not featuring in the results Jamie Firth's Toyota caused amusement as it used its front wing as a bump stop. The smell of burning rubber perfumed the air at Chippy's.

In Class 3 Jonathan Mounsey just kept his Sierra ahead of Porsche driver Mike Johnson. Mike's style of driving would be perfectly at home in the forests. Japanese 4 wheel drive exponents Paul Scutt and Malcolm Pinder were locked in a struggle for 3rd place. Paul's Mitsubishi just heading the Subaru by 0.05s.

Dave Banner had a character building morning sliding wide on the grass on the outside at Farmhouse, on his 2nd practice he overshot the last corner at Quarry but a few adjustments saw him back in the groove on the black stuff to win the class from a hard trying Robert Bellerby. Andy Stokes was given a wake-up call by brother Neil who was sharing Andy's Caterham after the suspension broke on the Vauxhall he shares with Andy Fleming. More time was lost when one of the Locaterfields got into a tank slapper on the way into Willow, recovered, but lost it again and went into the hedge to the detriment of the car's front suspension.

With the knowledge his championship lead would be under threat, John Hoyle responded positively and re-set the Class 5 record. A massive 4 seconds in front of the Westfield of Tom Whittaker who headed Matthew Sutcliffe's similar car by 0.69s.

In Class 6 depleted by non-starters, Philip Sturdy won the battle of the Metros from Peter Marsden. Vini Dobson determined the outcome of Class 7 on his first run, and had the dubious pleasure of running first on Bobby's oil slick on his last (but by now covered by cement dust). The Astra out, Andy Fleming shared the much sought after Escort of Jennie Woodfield and had the temerity to beat the owner. Tut, tut, where are your manners Andy?



Richard Spedding, down to drive the Class E Centaur with Peter Green transferred to the family Jag when Peter comprehensively shattered the Centaur's diff in the tyre warming zone. He was rewarded with a class win and headed father Haydn by half a second.

Trevor Jackson's Van Diemen was 2 seconds quicker than the similar Van Diemen of Graham Emmett who was also 2 seconds ahead of Bob Carrick's Reynard.

Lacking local knowledge Dave Kimberley's 59.69s was creditable just a second short of the class B record, his efforts secured him the win from another infrequent visitor Richard Homer while regular David Spaul was pushed down into 3rd place. When the Peter Green/Richard Spedding diff shattered David Chambers was left to run alone in the depleted Class E.

John Chacksfield has been dialling himself into single seater driving and has been getting quicker and quicker all season, he is now within striking distance of perpetual class I leader (wild thing) Dave Kitching, just 0.42 the deficit. Martin Vesty had a happy return to hillclimbing after his early season Three Sisters crash and was rewarded with 3rd place while Glyn Sketchley confessed to being delighted with 4th. In an effort to check out the car/driver performance of the Allan Staniforth Megapin, Steve Owen was sharing the car. During Steve's tenure in the car, he suffered from the erection at the front of the car drooping (timing strut), Allan says he suffers from his erection drooping all the time!!

Steve Owen was kept busy driving two cars during the day but his OMS's time of 56.83s not only secured him Class K but was FTD. In his first season of hillclimbing the smaller 1370cc Class J OMS of James Blackmore, was 2nd in the merged class J and K and 2nd FTD. In 3rd place Jon Waggitt struggled with a car that looked virtually

undriveable. Although pleased with her performance, Lynn Owen was upset by missing a much sought after 57s run by 0.09s. Although not featuring in the FTD stakes, the merged classes C, F and L were unsurprisingly taken by Alan Newton's 3500cc Pilbeam.

With long delays, first for the beached Ferrari and then with the wayward Locaterfield, topped by the oil slick, we were fortunate to finish proceedings before the 6 o'clock curfew.



*Iain Ball saving on tyre wear exiting Country Corner  
Photo: Steve Wilkinson*

## RESULTS

Cl	Name	Car	Time
10	Brian Jackson	Ferrari F355	66.79
1	Geoff Goodwin	MG Midget	(R)71.21
2	Bobby Fryers	Clio Williams	68.64
3	Jonathan Mounsey	Sierra Cos	65.14
4	Dave Banner	WestfieldSEi	64.36
5	John Hoyle	Westfield SEiW	(R)63.44
6	Philip Sturdy	Rover Metro	67.43
7	Vini Dobson	VW Golf	64.79
8	Richard Spedding	Jaguar E Type	62.86
9	Trevor Jackson	Van Diemen RF85	63.95
A+B	Dave Kimberley	Caterham 7	59.69
E	David Chambers	OMS SC1B	64.07
I	Dave Kitching	I KON Jedi	57.06
J+K	Steve Owen	OMS 2000V	56.83
C+F+L	Alan Newton	Pilbeam MP58	57.35
FTD	Steve Owen	OMS 2000V	56.83





Dear Pat

What a great day both myself and family had yesterday at Harewood. We chatted with many fellow competitors getting to know and make new friends all the time.

Have to say the help and advise I have been given from the likes of Richard Hargreaves, Jonathan Mounsey and Dale Cordingley has been a tremendous help to my learning the course and set up of my car. The third in class and souvenir I received on Sunday meant an awful lot to me, thanks guy's.

Dale even offering to co-drive for me and show me the lines around Three Sisters when we both bumped into each other at the circuit recently.

My times are slowly beginning to fall and I look forward to many years of competition at the hill.

A big thank you to you all.

Paul Scutt

Dear Pat

As Brian has mentioned Wattle & Daub in successive issues of The Times, I feel I must correct him on a few points and provide a little explanation. David Dalrymple is not a new member of the team, but is in fact a founder member.

Wattle & Daub is a holding company - The Wattle and Daub Group. Directors are David Dalrymple, Richard Spedding and myself. Companies belonging to the group perform many varied tasks at Harewood. Our joinery arm Chip & Dale have made repairs to the Marshall's huts, including re-roofing, re-glazing, repairs to doors etc. The acquisition by the group of the European landscaping company, Kauper, Billauté & Braun, has allowed us to provide a weeding and grass cutting service in certain areas. This company have also provided contemporary sculptures in the form of lovingly bolted tyre walls. These limited edition works of art can be seen at Farmhouse Out, and around the telegraph pole at Farmhouse Corner. Competitors are requested not to study these features too closely during their runs.

Our contract painting division Norfolk & Chance have failed miserably in their attempt to paint all the Armco at the hill this year. Their position in the group is under review.

A recent new venture saw the group's engineering company Sprocket & Splitpin in action at the July meeting. Repairs were made to the

Pilbeam of Mike Sidgwick which had damaged a skid plate. Being a new company, it was necessary to sub contract some of the work - that is, we had to borrow a bigger hammer from Russ Ward. S&S were also able to offer assistance to no less a person than Chief Marshall Mike Shorely whose Peugeot had a puncture.

There are always vacancies on the board, and interested parties should contact the group's legal firm Messrs. Sue, Grabbit and Run.

Remember our motto "No job too small, in fact the smaller the better".

John Green

*Footnote: Wattle & Daub was used up until the 16th century to in-fill wooden studwork frames. It consisted of staves tied together with twisted grass, brambles etc. and plastered with daub, a mixture of mud, chopped straw and cow dung, or in Harewood's case sheep dung.*

Dear Pat

As usual, Brian Kenyon is absolutely right when he calls for the spicing up of Harewood Prize Presentations. (Times June/July 2001).

Of course, Stockton Farm is not alone in this, and I seem to remember from past Leaders and Midland Championship campaigns that Barbon and Shelsley Walsh do not even bother to hold prize givings. Inevitably, this is anticlimactic, and although it can be a relief to sneak off home after a bad day, success deserves proper recognition.

So perhaps my recent continental hillclimb experiences may be helpful for there, award ceremonies are done in style.

Firstly, a podium is essential, where the first three drivers in class, group or overall are proudly displayed. Champagne is optional.

Secondly, someone special presents the awards, supported by a full commentary as to what is going on.

Thirdly, there is a colourful backdrop. As a snow capped mountain is out of the question in Yorkshire, how about a large painted board with venue, club and sponsors clearly presented.

Fourthly, a musical fanfare can build up tension.

Included in all European Hillclimb Championship regulations are the words, "attendance at the awards ceremony is a matter of honour". Now we must not come over all self righteous about this as many are faced with long journeys following Harewood meetings. However, if such functions are being made special and being held promptly, their attendance is assured.

Peter Herbert



# EDITORIAL



With the threat of Foot and Mouth hanging over our heads it has been a long hard season, but enjoyable none the less.

My congratulations to the Championship winners, Geoff Goodwin, who after a poor start to the season surged up from a lowly position to set a new class record and seal the Harewood Championship. Clare Sullivan was also handicapped at the beginning of the season but with a series of splendid quicker and quicker drives, took the Ladies Championship at the last round. Steve Owen scored 10 points at each of the championship rounds he attended and the FTD Championship was his.

The MSA round has perhaps not attracted the level of support we expected but it is no bad thing as the days are rapidly closing in and in

October, time will be at a premium.

As you can see from next year's BARC Harewood dates (back page) we have added an extra one-day MSA British Championship round. This will not be used for the Harewood Championship, consequently a further round will be held for the Harewood Championship on 25th August 2002.

We are rapidly approaching the social season so don't forget to put the Speed Events Forum on Sunday 4th November and the Annual Dinner Dance & Award Presentation on 24th November in your diary.

Drivers who are interested in improving their performances at Harewood should take note of the 2002 Driving School dates.

Peter Herbert has promised to write a report for the October meeting but I desperately need people to write articles for forthcoming 'Times' and event reports for next season. Your chance to be a journalist.

I am still getting late phone calls, please try and confine your calls to normal working hours.

Pat



*PRIZE PRESENTATION - SWISS STYLE*

*A photo of a proper prize presentation about to be held in front of the St Ursanne tourism office in Switzerland following last year's St Ursanne - Les Rangiers hillclimb. Note podium, you could get vertigo up there. Photo Russ Cockburn*



**FOR  
SALE**

### JEDI

Mk 6 New High Nose style  
chassis  
Built in July 2001 - only  
completed 3 events

Class win Sept Harewood / 2nd FTD  
Yamaha FZR 1000cc engine (engine options  
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Ready to monoposto race, hillclimb or sprint  
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### OMS Sports Car (Libre)

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New slicks (one meeting).

New repackable exhaust

Immaculate red paint finish

Spare painted nose section.

Ultra reliable with new wets on split rims.

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### MARYK 001

Clubman's Hillclimb, Sprint,  
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Clubman's spec 160bhp dry  
sump x flow engine

Just freshened

Ex Deryk Young Sprint Leaders Championship  
winning car. Consistent under 60 seconds this  
season at Harewood.

Class wins

Car complete with full spares including engine,  
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Also twin axle indispension trailer

Spare wheel rack, winch, new lights, tyres,  
straps

Full ready to go race package or could split

**£6,500 ono**

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(Keighley) 01535 218814

mobile 07720 301781

## 2001 MOTORSPORT

### Tim Bendelow

My marshalling year (so far - to mid August)  
has taken me across the country to a variety of  
events and to some new venues to me. A couple  
of rallies in the north Yorkshire Forests started off  
the year, Waterloo near Helmsley and Cropton near  
Pickering.

Training days at Croft and Woodhouse Grove  
School, Apperley (as Harewood was not available).  
That also took care of Practice Day so Harewood's  
first event was the Easter Spring National.

The two May events, June's Jim Thomson  
Trophy, the Tran-X British Hillclimb round and the  
Montague Burton hillclimbs completed the year.

I've also ventured further afield - the Channel  
islands rounds of the Tran-X Championship at  
Bouley (Bully to the locals) Bay on Jersey and Le  
Val des Terres, Guernsey, and more recently the  
MAC 100 year celebration event at Shelsley Walsh.  
Olivers Mount for the car and bike hillclimb. I've  
been to a number of race meetings as well this  
year, twice to Oulton Park for the MGCC and  
BARC; Croft for BARC, AMOC and the Touring Car  
qualifying. Rockingham, Nr Corby was the venue  
for the Coy's Historic Festival and a preview of the  
September CART race. Cadwell also featured with  
a BARC meeting.

To look forward - there's a Cadwell for the  
750MC, Harewood Finals, Goodwood for the  
'Revival Race Meeting' and one or two unconfirmed  
dates / events.

RogerLund, Beaumont, 3 Bryn Derwen, Radyr,  
Cardiff CF 1 5 8RP

Tel 029 20 842940 Mobile 07860 241847

e mail: research@drwears.com

Dear Mrs Kenyon

DRW Research

As you are aware from my previous letter, I  
am in the process of researching DRW sports and  
clubmans cars from the sixties. The project is  
progressing really well, with many of the old drivers  
being contacted and their archives researched. I  
have over 500 race entries so far, with more circuit  
ones to come, plus all the hillclimb ones from the  
owners of the one car which was used for ten years  
exclusively on the hills.

I am struggling to find any source of records  
for Oliver's Mount in the sixties. Peter Edmondson  
competed there in 1967, having bought the car from  
Charles Oates from Lancaster, another name I am



struggling with, who raced it in the North in 1966.

Does anyone have any records of events at Oliver's Mount in those days? I am also anxious to find details of events at Harewood.

Peter Edmondson competed there in 1967, he tells me, and Chris Tipping and Bob Bingley were there in 1972/3/4. Are there any records of this? Is anyone likely to have any photographs? Could my search be mentioned in your newsletter? I look forward to any help you can offer.

With best wishes

Yours etc Roger Lund.

## WATTLE & DAUB

*Haydn Spedding*

Following Brian's piece in the last edition of the 'Times', we can formally announce Harewood's acquisition of the services of this long established business. David Dalrymple (Dallers to his mates) is indeed included in the name. Wattle (Richard Spedding), 'n (David Dalrymple), Daub (John Green) run this little concern who do one day jobs at Harewood Hillclimb.

Founded in the dark times of our forbears, the firm was reputed to have been started by relations of Boudica, who build garages for her chariots. The rumour that the firm was involved with the building of Rome is completely unfounded - Rome wasn't built in a day you know!

Wattle and Daub has also done foundation work for a tower in Pisa Italy and roof work to a spire in Chesterfield, during previous ownership.

The partners would do very well if it wasn't for Dallers' propensity to breaking things, Richard's magnetic attention to gravel traps (2001 season) and John's love of the grape but you can't have everything in this world can you!!!

## ANNUAL COMPETITIONS 2001

After 9th September

1=	David Spaul	C	34	(38 - 4)
	Bobby Fryers	C	34	( - 0)
3	Peter Green	C	33	( - 0)
4=	Richard Hardcastle	O	32	(38 - 6)
	Graham Wride	O	32	( - 0)
6	David Dalrymple	O	30	(38 - 8)
7	Richard Hooper	O	29	( - 0)
8	Steven Dunn	C	27	( - 0)
9=	Peter Walker	M	23	(32 - 9)
	Daphne Walker	M	23	(32 - 9)
	Pat Kenyon	O	23	(29 - 6)
	Brian Kenyon	O	23	(29 - 6)
13	Andrew Ball	C	22	( - 0)
14=	Tim Bendelow	M	21	(30 - 9)
	Carol Wride	O	21	( - 0)
16	Mark Pocklington	C	18	(21 - 3)
17	David Naylor	O	17	( - 0)

Leading positions in the following categories

The Pearce Trophy	David Spaul	34
The Firth Bowl	Daphne Walker/Pat Kenyon	23
The Ken Lee Trophy	Bobby Fryers	34
The Chippy Iola Vase	Graham & Carol Wride	53

### STOP PRESS

The meeting on 7th October WILL count for the Harewood Awards as it is a BARC Yorkshire organised event.

## Annual Dinner Dance & Award Presentation

*Oulton Hall Hotel, Oulton, Nr Leeds*

*Saturday 24th November 2001*

*Tickets £29.50 each*

From Carol Wride 0113 258 0274

Application Form enclosed

Accommodation available at the hotel

£95 double b&b, £85 single b&b

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





# Italian Hillclimb

**Peter Herbert**

Plucky former Harewood Champion and current Hillclimb Driving School instructor Peter Herbert achieved his first international class win in July at the 7.5 km (4.7mile) Coppa Bruno Carotti hillclimb near Rome.

A round of both the European and Italian championships, the event used the tortuous mountain road between Rieti and the ski resort of Terminillo, two runs added to decide results.

At the wheel of Russ Cockburn's 3 litre BMW M3, Peter beat second placed Italian Roberto Spacco by a single second over the 15km total course, and finished 11th overall in Group N.

Forty prototype sports car drivers withdrew following practice as they considered the track, which is a closed public road, to be too dangerous. Two Italian prototype drivers have been killed during Italian hillclimbs in recent months.



*Peter Herbert and Group N BMW M3 shortly before the start of the Coppa Bruno Carotti. Conclusive proof that Harewood caps get further south than Sheffield. Photo: Russ Cockburn*

## GREENWOOD CUP MEETING Saturday 8 September 2001

**Tim Wilson**

The Greenwood Cup had its best entry since its addition to the Harewood calendar several years ago at the short course revival meeting.

The one-make classes added to the popularity of this event and got the day off to an exciting start with class records broken in the first 4 classes. A mixed bag of Ginettas tried to unseat record holder Bill Hutchins. Tim Moore came closest in the G4 but Hutchins ran over 4 seconds clear to reset the mark at 63.63. A frantic period ensued as the Michelin Porsche Speed Championship contenders tried to keep their mounts on the grey stuff. Jonathan Williamson dominated the P1/P2 category for cars over 205

bhp with his second run over a second inside the record. Paul Howells also ran inside the record to take the runner-up spot from Colin Belton's 993. Geraint Evans continued the record breaking rout, his final 67.47 second run inside his own mark for the less powerful P3/P4 class.

The Caterham Academy returned to Harewood for a second helping this year and it was series leader Tony Lawrence who set the pace. The Camberley driver's second attempt ran inside the record and secured the win by an unprecedented 2 seconds from Oliver Greaves in a class of 17 identical cars.

The opening Road Modified class was dominated by Minis with David Williamson's 1330 version finishing well clear of Richard Brigg's 1400 City. Iain Ball and Adam Warren provided a close contest for 2 litre honours in their shared Escort, Ball's 71.75 opening climb just enough to hold off his co-driver. Top seed in the unlimited class, Mike



Johnson was pushed to a season best in the 911 to win the class from Malcolm Pinder's Subaru WRX.

It was business as usual among the 1700 Kit Cars for Dave Banner, his 64.86 first run almost half a second clear of Andy Stokes' Caterham. Malcolm McGovern fitted A510's to the Caterham Superlight R to run in the unlimited road class, winning by over 2 seconds from Jim O'Neill's Westfield.

Class 6 was a two horse race, Bill Kirkpatrick narrowly hanging onto the lead in his MG Midget despite a last run effort by Mini-mounted George Richardson. The 2 litre class was a battle royal between Neil Stokes and Andy Fleming in the shared Astra. A final 65.77 run by Stokes just snatched the lead from his co-driver. The unlimited cars were merged with Sports Libre but it was Simon Bainbridge who set the early pace in his potent Audi ahead of Haydn Spedding. The Jaguar exponent responded with a class winning 63.67 run to take the spoils.

A merged ModProd class provided a close battle between David Spaul's Westfield and the Honda powered Caterham of Andy Ball. Spaul's final run broke the 61 second barrier to secure the win as Ball ended his day in the Quarry gravel. The 1400 and 2 litre Sports Libre cars, also merged, were headed by Steve Dunn's 'For Sale' Maryk until Alex Graham found form on a rare visit to Harewood. The Scot snatched the win with a final 59.05 second climb.

A small Formula Ford class started the open

wheel contest, Paul Gumbley's opening 65.67 run in the Van Diemen good enough for the win. Class 1 provided one of the closest battles of the day. Andrew Greaves put the self-built Zzander ahead only to be pushed down to third as Martin Vesty posted a class-winning 57.45 and then John Chacksfield snatched the runner-up spot by two hundredths.

James Blackmore was never challenged for the merged 1600 and 2 litre class win, his Suzuki powered OMS peaking on an FTD winning 56.93 after an early morning cylinder head gasket change. Jon Waggitt's troubled run continued in the attractive Reynard Gould, but a sole timed run was good enough for 2nd ahead of Tim Wilson's new OMS-Honda.

RESULTS

Cl	Name	Car	Time
11	Bill Hutchins	Ginetta G27 V8	(R)63.63
14A	Jonathan Williamson	Porsche 911	(R)63.36
14B	Geraint Evans	Porsche 911	(R)67.47
17	Tony Lawrence	Caterham	(R)67.27
1	David Williamson	Austin Mini	73.35
2	Iain Ball	Escort	71.75
3	Mike Johnson	Porsche 911	66.19
4	Dave Banner	Westfield SEi	64.86
5	Malcolm McGovern	Caterham	67.41
6	Bill Kirkpatrick	MG Midget	67.91
7	Neil Stokes	Vauxhall Astra	65.77
9	Paul Gumbley	Van Diemen	65.67
A+B	David Spaul	Westfield	60.96
E+F	Alex Graham	Mallock Mk20	59.05
8+G	Haydn Spedding	Jaguar E Type	63.67
I	Martin Vesty	Jedi IV	57.45
J+K	James Blackmore	OMS	56.93
FTD	James Blackmore	OMS	56.93



Mike Smith in the Sylva Striker runs close to the grass on the inside of Farmhouse  
Photo: Peter Cunningham



# CORRIDORS OF POWER

## EVENT DIRECTOR

*Leaps tall buildings with a single bound. More powerful than a Formula One car, faster than a speeding bullet. Walks on water. Gives policy to God.*



## CLERK OF THE COURSE

*Receives high marks when trying to leap tall buildings. Can fire a speeding bullet from a gun. As strong as a Formula Ford. Dog paddles and is occasionally addressed by God.*



## STEWARD

*Leaps short buildings with a running start in favourable winds. Is almost as powerful as a Formula 3000 car. Walks on water in indoor swimming pools. Talks with God if special request is granted.*



## SECRETARY OF THE MEETING

*Runs into tall buildings. Recognises cars two out of three times. Can stay afloat if properly instructed in the use of a lifejacket. Talks to walls.*



## SCRUTINEER

*Lifts tall buildings and walks under them. Can run faster than a Formula One car. Catches speeding bullets in his mouth and eats them. Freezes water with a single glance ..... he is GOD!*





*Don't forget Christmas is almost upon us*

*Buy your loved one some Harewood regalia*

## **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

## **ANNUAL SPEED EVENTS FORUM**

***Sunday 4th November 2001***

***Old Golf House Hotel,***

***Outlane, Nr Huddersfield***

***(Jn 23 M62 - exit only eastbound)***



Coffee at 10.00am for prompt 10.30am start

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

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

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

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



# MOTORING MASTERMIND

## Quiz by Barry Newton



This competition is fast becoming a two horse race between Tony Hodgetts and John Green although on this occasion we have a tie between Geoff Harrison on 19 points and John Green on 19 points with Tony Hodgetts providing very comprehensive and interesting answers and anecdotes but slipping up on question 10 (b) and losing half a point and wrongly describing Donington as the home of the British Grand Prix during the two pre-war events when it was in fact the Donington Grand Prix and in omitting Brooklands so that technically his score is 18.5. However I must give him credit for the anecdotes and the fact that he explained the post-war Grand Prix at Donington was the European Grand Prix as a one off, and therefore justice dictates that we have 3 joint winners with 19 points.

Honourable mention to Tim Bendelow who participates regularly. Shame on all those who cannot be bothered as if we continue like this it would be easier for a few of us to have a chat in a pub by ourselves swapping reminiscences! The answers are as follows. With suitable modification the answers are those of Tony Hodgetts for reasons of interest.

### BRITISH GRAND PRIX

1. Pre-war - Brooklands  
Post-war - Silverstone, Brands Hatch, Aintree
2. Between Abbey and Woodcote
3. (a) 2  
(b) Count Emmanuel "Tould" De Graffenried  
Graf Wolfgang Von Trips  
(c) 1949 (Silverstone - Maserati 4 CLT)  
1961 (Aintree - Ferrari Dino)
4. Jose Froilan Gonzalez scored Ferrari's first Grand Prix win, beating the Alfa Romeo 159 team
5. (a) 1955 was the first British Grand Prix win for a British driver (Stirling Moss; Mercedes Benz 196)  
(b) 1957 was the first British Grand Prix win for a British car/driver combination. (Van Wall; Stirling Moss/Tony Brooks)
6. Daily Express
7. Michael Schumacher
8. (a) Peter Collins  
(b) 1958  
(c) He won the British Grand Prix on 19.7.58 and was killed at the Nurburgring on 3.8.58
9. (a) Moss drove a BM into second place  
(b) It crashed when the brakes failed and cartwheeled, destroying itself  
(c) Avus (German Grand Prix)  
(d) Hans Herrman
10. Stewart Lewis-Evans (with Moss & Brooks)

### LE MANS

1. (a) Pierre Levegh  
(b) 1952  
(c) 4.5 litre Talbot (One of Tony Lago's GP Talbots with cycle mudguards)
2. Pierre Levegh was killed at Le Mans in 1955 driving the second works Mercedes 300 SLR, in the monster accident in front of the pits in which 80+ spectators were killed
3. Colin Chapman with the Lotus 23 (with a 750 cc version of the Coventry Climax Engine)
4. The 2-cylinder D.B. Panhard constructed by Andre Deutsch and Rene Bonnet
5. Les Hunaudieres
6. The Jowett Jupiter, built at Idle, Bradford. The "Sagacious Duo" were Tommy Wisdom (motoring correspondent of the Daily Herald) and Tommy Wise (of Seamer, Scarborough, A.K.A. "The Old Bugger") Gordon Wilkins also had some class wins
7. Tony Rolt & Duncan Hamilton were rejected at scrutineering so went out "on the town". The car was modified, resubmitted to the scrutineers and accepted; so a search party set out to find its drivers. They were found in an advanced state of inebriation and sobered up with black coffee and cold water in time for the start.
8. Le Plombier
9. (a) "Lofty" F.R. England (Jaguar)  
(b) John Wyer (Aston Martin)
10. (a) Circuit Permanent Jean Bugatti  
(b) 1967



# HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2001

Pos	Driver	With							
		Low	Total	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
		Score Dropped							
1	Geoff Goodwin	89.38	99.45	10.07	17.70	18.00	17.68	18.00	18.00
2	John Hoyle	88.28	105.32	17.26	17.54	17.74	17.30	18.44	17.04
3	Dave Banner	87.96	103.86	15.90	17.87	17.43	17.98	17.80	16.88
4	Steve Owen	83.10	83.10	14.38	17.02	17.92	17.90	15.88	
5	Robert Bellerby	83.00	97.97	14.97	16.64	16.80	16.98	16.53	16.05
6	Andrew Stokes	82.97	98.99	16.02	17.13	16.55	16.53	16.52	16.24
7	Bobby Fryers	82.83	97.97	15.14	15.62	16.85	16.63	16.93	16.80
8	Jonathan Mounsey	82.47	98.19	16.19	15.72	16.60	15.79	16.92	16.97
9	Clare Sullivan	81.75	86.14	4.39	15.47	16.71	16.15	16.55	16.87
10	James Blackmore	81.11	91.47	10.36	14.44	16.10	17.27	16.50	16.80
11	Richard Spedding	80.76	80.76		16.06	15.84	15.45	16.07	17.34
12	Dave Kitching	79.71	91.92	12.21	15.55	16.28	16.79	16.77	14.32
13	Dale Cordingley	79.68	94.46	14.78	17.13	16.79	15.26	15.39	15.11
14	David Spaul	78.37	92.29	13.92	15.94	14.82	15.23	16.58	15.80
15	Andrew Ball	77.09	77.09	10.19	15.26		17.06	16.97	17.61
16	Haydn Spedding	77.04	90.01	12.97	15.08	15.65	15.63	15.47	15.21
17	John Chacksfield	76.11	85.69	9.58	14.55	15.15	15.32	16.35	14.74
18	Peter Green	74.35	74.35	8.64	16.72	15.88	17.27		15.84
19	Mike Johnson	72.70	72.70	13.55	14.40		14.14	15.15	15.46
20	Jenny Woodfield	72.46	86.19	13.73	14.48	15.03	14.51	13.83	14.61
21	John Tooby	71.91	84.70	12.79	13.82	12.91	14.08	14.65	16.45
22	Jon Waggitt	71.81	71.81	13.37	15.91		12.69	15.45	14.39
23	Simon Bainbridge	71.79	71.79	13.87		13.41	14.65	14.99	14.87
24	David Chambers	71.56	71.56	12.92	13.68	14.81		14.92	15.23
25=	Glyn Sketchley	71.13	71.13	12.99	14.86	12.47		15.57	15.24
25=	John Gallagher	71.13	83.98	12.85	14.00	14.38	14.38	14.06	14.31
27	George Bleasdale	70.97	80.50	9.53	14.78	13.90	15.19	13.98	13.12
28	Andrew Greaves	70.90	70.90	10.29	14.92	15.56		14.87	15.26
29	Lynn Owen	70.38	70.38	11.52	14.09	14.74	15.40	14.63	
30	John Green	69.50	80.71	11.21	13.74	14.04	14.18	13.34	14.20
31	Matthew Sutcliffe	69.18	69.18	13.91	13.73		14.32	13.74	13.48
32	Steven Dunn	69.12	69.12	10.48	14.19		14.51	15.00	14.94
33	Steve Campbell	68.93	80.32	11.39	13.45	14.22	13.03	13.59	14.64
34	Bernard Hoggarth	67.72	77.77	10.05	13.40	13.43	12.72	13.98	14.19
35	Iain Ball	67.63	75.84	8.21	13.06	13.53	13.08	13.87	14.09
36	Adam Warren	64.84	73.17	8.33	12.46	12.69	12.72	13.34	13.63
37	Jonathan Rhodes	60.24	60.24	9.76	12.12	12.03	13.69	12.64	
38	Mike Geen	58.52	58.52	12.88	15.51	15.48	14.65		
39	Les Procter	58.36	65.35	8.10	12.48	13.15	12.77	6.99	11.86
40	Robert Warwick	57.41	57.41	9.79	11.49	12.19	12.56		11.38
41	Philip Sturdy	54.15	54.15	11.20	13.32		15.36	14.27	
42	Ian Thomas	53.72	53.72	7.99		12.86	13.26	10.52	9.09
43	Ian Blair	50.00	50.00	10.85	12.09	14.38			12.68
44	Jamie Warren	48.87	48.87	9.83	11.80		13.02	14.22	
45	Peter Rhodes	45.58	45.58	11.40	11.57			11.04	11.57
46	Andy Geen	39.63	39.63	8.90	9.89		10.74		10.10
47	Mark Pocklington	39.44	39.44	6.90	9.19		7.59	8.14	7.62
48	David Coulthard	39.10	39.10	6.40	6.98	8.22	9.23		8.27
49	Andrew Henson	37.38	37.38	5.28		16.54			15.56
50	Roger Coulsey	34.14	34.14	5.41	6.97		6.64	7.30	7.82



51	Richard Hargreaves	32.71	32.71			16.08	16.63		
52	Allan Staniforth	32.47	32.47	4.37		6.75	4.95	7.21	9.19
53	Paul Syson	31.78	31.78		10.00	10.86	10.92		
54	Kevin Barker	30.02	30.02		16.77				13.25
55	Peter Ashley	29.24	29.24		14.10				15.14
56	Tony Brumfield	27.38	27.38	13.18	14.20				
57	Nick Aveyard	25.75	25.75		12.93	12.82			
58	Tony Hall	24.88	24.88	12.43	12.45				
59	John Slater	24.55	24.55	3.06	4.36		5.43	5.78	5.92
60	Andy Lightowier	24.49	24.49		7.68	8.31	8.50		
61	Jim Naylor	20.71	20.71	9.16	11.55				
62	Nigel Jones	20.03	20.03			9.91		10.12	
63	Martin Vesty	15.77	15.77					15.77	
64	James Sullivan	15.34	15.34		5.84				9.50
65	Tim Wilson	14.75	14.75						14.75
66	David Brewis	6.97	6.97		6.97				
66	Brigitte McLean	6.97	6.97						6.97
67	Vince McNeely	5.05	5.05				5.05		



*Harewood Speed Hillclimb Championship  
Top Ten (some of them) and the Ladies Champion.*

*l to r: Dave Banner, John Hoyle, Dave Kitching, James Blackmore, Geoff Goodwin, Jonathan Mounsey, Clare Sullivan and Andy Stokes*



**HAREWOOD SPEED HILLCLIMB  
CHAMPION GEOFF GOODWIN**



**CHAMPIONSHIP RUNNER UP  
JOHN HOYLE**



**LADIES CHAMPION  
CLARE SULLIVAN**

**LADIES CHAMPIONSHIP**

Pos	Name	Low Score	Tot	Rd1	Rd2	Rd3	Rd4	Rd5	Rd6
		dropped							
1	Clare Sullivan	81.75	86.14	4.39	15.47	16.71	16.15	16.55	16.87
2	Jenny Woodfield	72.46	86.19	13.73	14.48	15.03	14.51	13.83	14.61
3	Lynn Owen	70.38	70.38	11.52	14.09	14.74	15.40	14.63	



**FTD CHAMPIONSHIP**

Pos	Name	Low score dropped	Tot	Rd1	Rd2	Rd3	Rd4	Rd5	Rd6
1	Steve Owen	50	50	10	10	10	10	10	
2	James Blackmore	40	43	4	3	9	9	8	10
3	Dave Kitching	40	43	7	8	8	8	9	3

**FTD CHAMPION STEVE OWEN**



# DRY FINAL

*Brian Kenyon*

It would have been unfortunate if the championship had been affected by the weather and not concluded on the track. It did rain, but after the runs were completed and stopped before the prize giving. How lucky can you get? A stiff breeze (gale) from the north kept the track temperature down, consequently it didn't look as though we were in for any record breaking.

In the championship a dark horse came to the fore, Geoff Goodwin started the event in 6th place but with a new Class 1 record he surged up the leader board to clinch this year's Championship. Clare Sullivan in her red Mini achieved her season-long goal and sealed the Ladies Championship. After a poor start to the season, through no fault of her own, she has pushed the Mini quicker and quicker and richly deserves the accolade. A clashing event at Loton Park meant Steve Owen was not present at the final but with a perfect series of 10's he had already sealed the FTD series.

The Standard MG's were first to put rubber onto the cold track, Tom MacIntyre's MGB GT headed the similar car of fellow Chesterfield driver Jonathan Beresford with Mike Heath's Metro in third podium spot.

In the 2nd MG class, the modern MGF of Paul Meakin was a second and a half ahead of John Wilman's 'age challenged' Midget. Power told in the Modified class, Terry Pigotts powerful V8 four and a half seconds in front of John Rose's similar example. Yet again a Midget took the minor placing, Andrew Long the driver.

Geoff Goodwin finished his season far better than it had started and the icing on the cake was another win and a new Class 1 record. Clare, in her Mini, has been snapping at his heels all season and as well as 2nd in class, finished the year 9th in the Championship. John Tooby, in the Citroen, was as usual in 3rd place. He can look back over the season with pleasure having dramatically lowered his times.

David Marshall, in his usual Peugeot, upset the form book by putting one over perpetual class winner Bobby Fryers. It was extremely close, both drivers set identical times of 68.77 but David clinched it on count-back as he set the time on his first run while the Clio driver's quickest was on his 2nd. The hard charging Mark Warren brought his immaculate much used and abused Escort home in 3rd place.

Half a second separated Jonathan Mounsey's Sierra and the yellow Porsche of Mike Johnson, Jonathan finishing the season 8th in the Championship.

Last year's Champion Dave Banner knew he had the dice stacked against him this year in the championship. It would be difficult to repeat the record breaking of the previous season. Another class win was soon under his belt and Dave was the only driver in the class in the 65's on all 3 runs. Andy Stokes has suffered a roller coaster season but his 2nd run of 65.92 kept him just in front of the small Peugeot engined car of Robert Bellerby. Pete Ashley ended his season on a high after regularly non-starting due to supply of incorrect or damaged parts.

John Hoyle fought the good fight and was 2nd overall in the championship. John led all year but was pipped at the post. His class victory was secure with a 64.40 and he was comfortably 3 seconds ahead of Matthew Sutcliffe. Tom Whittaker's Westfield was 3rd.

It was close in the amalgamated Classes 6 and 7. Team mates Andy Fleming and Neil Stokes continued their season-long duel, the outcome just 0.4 in Andy's favour. Jag expert Haydn Spedding was in control of class 8. Simon Bainbridge's Audi ran Haydn closest.

With a class of 8, the Formula Fords are at last regaining some of their popularity, Trevor Jackson's Van Diemen heading Andrew Henson's and Phil Nelson's similar cars.

Classes A and B were merged, rare visitors Clive Kenrick (60.57) and Dave Kilcoyne (60.61) left it until their 3rd runs to unseat David Spaul from the class lead, Andy Ball was best of the Class A runners, his motorcycle engined Caterham in 4th place with 61.22s.

Richard Spedding in Peter Green's Class E Centaur has promised much over the season and finally delivered a 61.65, one and a half seconds in front of the car's owner Peter Green.

Back after a long gap, Scot Alex Graham in his Class F Mallock showed he had lost none of his Harewood expertise but even so, only just finished in front of Steven Dunn's Maryk by 0.3. Classes C and G were merged and the Class C turbocharged Caterham JPE of Bernard Hoggarth, who has spent most of the season with no one to play with in his class had a comfortable victory.



Andrew Greaves' ZzandeR only managed one run but it was just quick enough by 2 tenths to edge out past Harewood Champion Glyn Sketchley to win the class and also set 3rd FTD. John Chacksfield has had a super season but now is probably trying a little too hard as he tends to throw it at the scenery, but like the rest of the class leaders, John set his quickest time of 59.09 on his first run.

James Blackmore has been one of the finds of the season, he has progressively moved up the leader board and finished his season in fine style, his 56.84 in the 1370cc OMS was quickest in the merged class J and K and also clinched James's 2nd FTD of the weekend. Not bad for someone who started the season by attending the Driving School. James' pace was such that he left behind the undoubtedly quick but troublesome 2 litre Reynard Gould of Jon Waggitt who set 2nd FTD. Tim Wilson airing his new OMS for the first time at Harewood, must have been pleased with third in class.

Our season has not finished yet, Harewood will close with an extra MSA event on 7th October. The small entry of under 100 suggests most people are ready to re-charge their batteries in preparation for next season.

### RESULTS

Cl	Name	Car	Time
15A	Tony MacIntyre	MGB GT	75.11
15B	Paul Meakin	MGF VVC	73.08
15C	Terry Pigott	MGB V8	70.48
1	Geoff Goodwin	MG Midget	(R)70.68
2	David Marshall	Peugeot 205	68.77
3	Jonathan Mounsey	Sierra Cos	65.09
4	Dave Banner	Westfield SEi	65.28
5	John Hoyle	Westfield SEiW	64.40
6+7	Andy Fleming	Vauxhall Astra	65.16
8	Haydn Spedding	Jaguar E Type	63.72
9	Trwevor Jackson	Van Diemen	64.41
A+B	Clive Kenrick	Caterham	60.57
E	Richard Spedding	Centaur	61.65
F	Alex Graham	Mallock Mk20	59.12
C+G	Bernard Hoggarth	Caterham JPE	61.98
I	Andrew Greaves	ZzandeR	58.57
J+K	James Blackmore	OMS	56.84
FTD	James Blackmore	OMS	56.84

*James Blackmore has come on leaps and bounds during his first season in hillclimbing with 2 FTD's and a 3rd FTD. In his acceptance speech on 9th September James had the good grace to mention that he started the season at the Driving School. Thank you James.*

*Photo: Pat Kenyon*



*Happy band of Harewood Driving School marshals. I Back row I to r. Peter Walker, Bruce Woodhead, Arthur Pickard, Michael Newton. Front row I to r. David Dalrymple, Daphne Walker, Richard Spedding.*

*Photo: Pat Kenyon*





## **HAREWOOD SPEED HILLCLIMB 2002 DRIVING SCHOOLS**



### **A Fantastic Success**

**Some drivers 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 are:-**

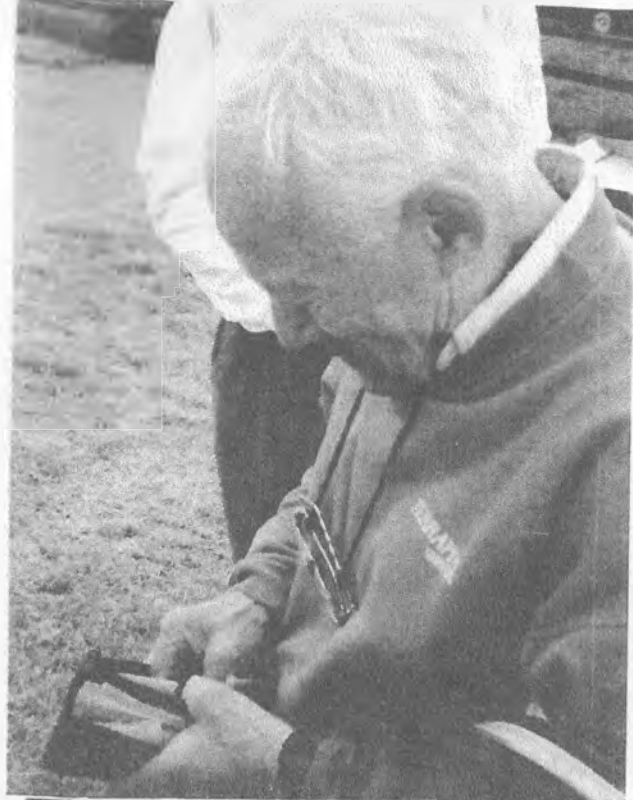
**Thursday 4th April  
Thursday 2nd May  
Thursday 30th May  
Thursday 15th August**

**Remember, a Day at the School makes a wonderful birthday or Christmas present.  
Details from Pat Kenyon on 0114 234 0478**

**The highest points scorer from the above  
Schools wins an exciting memorable day at  
the Ian Taylor Racing Driving School  
at Thruxton**

**Our congratulations to this year's worthy winner  
Martin Jones (Ginetta) who attended our  
School on 24th May**





## **'Moths will fly'**

*Photo: Peter Robson*

***The photographer was assured that this was a very rare occasion - Allan Staniforth with his wallet open!!***

## **Caption Competition**

We are sure that Allan will not take exception to his photo being used. We would like readers to submit their suggestions for a caption for the above photograph.

With a Grand Prize of a Harewood baseball cap to the winner.

Your entries please to  
Pat Kenyon

'Hillside', West Lane, Holdworth  
Loxley, Sheffield S6 6SN  
by 12th November 2001



*Bernard Hoggarth in his immaculate turbocharged Caterham JPE has had a pretty lonely season. We do not seem to attract many entries in Class C these days.*

*Photo: Steve Wilkinson*

## **WEB SITE**

***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](http://www.harewoodhill.co.uk)***



## DATES FOR YOUR DIARY

### HAREWOOD HILLCLIMB DATES 2002

Spring National  
14th April

Harewood Open Meeting  
11th May

MSA Championship Meeting  
12th May

Jim Thomson Meeting  
9th June

MSA Championship Meeting  
6th/7th July

Montagu Burton Meeting  
4th August

Harewood Championship  
Meeting  
25th August

Greenwood Cup  
14th September

Championship Finals Meeting  
15th September

**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

**12th November 2001 please**

Mrs Pat Kenyon, 'Hillside',  
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The inclusion of any article in this publication does not imply  
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