



YORKSHIRE CENTRE



OCTOBER - DECEMBER 2001

BARC

CHAIRMAN'S
LETTER



Issue No 88

**HAPPY CHRISTMAS
TO
ALL OUR MEMBERS**

Dear Member,

My last letter of the season was to be a very happy one celebrating the marvellous year Harewood has enjoyed at all levels; Competition, Marshalling, Organisation and Financial.

However events immediately preceding my letter have rather overtaken that. Sadly I report the loss of two of the Centre's stalwart's from the past, Mike Wilson and David Garnett.

At the time of writing this letter it is hoped that the obituaries can be written in time for press but should this fail to happen full ones will be in the next Times. I would however like to offer my sincere sympathy's to both families on behalf of myself and the Yorkshire Centre.

It is fair to say that Mike Wilson was one of the single biggest influences on our Centre and for many years his tireless efforts ran Harewood almost single-handed. He was Chairman for years taking over, I believe from his father C D, and handed over to my father in 1980/1. His personality and humour were matched only by his considerable physical presence and 'function stopping' laugh, which had to be heard to be believed. It is sad that he was unable to visit Harewood in recent years as I believe he would have been proud of the product of his, and his generations, groundwork.

To return to the year behind us, we have enjoyed unrivalled entries against the constant threat of Foot & Mouth and have been supported by an excellent and tireless group of marshals and organisers as well as a great bunch of competitors all of whom have contributed to making it one of the most pleasant seasons I can recall.

We hosted a second round of the MSA Championship in a one day format and the meeting was enjoyed by all especially the Marshals who were the beneficiaries of a whip round, organised by Roger Moran among the competitors which raised over £130.

Our congratulations go to Geoff Goodwin, Steve Owen and Clare Sullivan our champions for 2001.

One event remains, that being the Dinner Dance and Awards Presentation and I urge as many of you as possible to attend as this is the night to let your hair down and relax among friends at the end of season so please call Carol Wride, who puts a massive amount into this event, and book your tickets.

For the future we plan to take the new timing system live in 2002 together with the new results package and we aim to remove the curbs and some gravel at Quarry, in a bid to make it safer and reduce time from sweeping after incidents. The challenge is to make sure it loses none of its character in the process. Other changes will be either unseen, new cabling etc., or cosmetic, new fencing, signage etc. but I hope to give you fuller details in the next Times.

Finally may I wish you all that you would hope for in the festive season and I look forward to seeing you either at the Dance or the next season.

Best Wishes
Simon

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EDITORIAL



I am extremely saddened by the news of the recent deaths of Mike Wilson, Bob Bingley and David Garnett. Mike was, as many of the more mature members will remember, Centre Chairman for many years. In the 60's and 70's he was the driving force behind the emergence and rise to prominence of Harewood Hillclimb.

During Brian and my involvement with BARC Yorkshire Centre and hillclimbing, we always found Mike most helpful, thoughtful and knowledgeable. Mike was a character of immense drive and charisma, his sheer physical presence and booming laugh dominated the Harewood paddock. Alongside his Harewood activities Mike found time to guide the Castrol/BARC Hillclimb Championship into the most important national clubman's championship of its era. His other interests were legion, Castrol Quiz, disc jockey, film nights, film director and timekeeper, assistant and then secretary of the Association of Northern Car Clubs.

As you can see, he lived a full and varied life. Latterly he was confined to a wheelchair but involved himself in an internet club and also kept his involvement with Morley Rugby Club. Although incapacitated, Mike's indomitable spirit rose to the fore and during a telephone conversation this year he told me he was thinking of building a little trolley to go behind his electric wheelchair for extra batteries to extend its range.!

Although we haven't seen Mike for some time, he will always be remembered with great affection.

Bob Bingley was prominent in Sheffield motor sport for some time, Chairman of North Midland Motor Club, competing in hillclimbs and sprints and latterly running a car for Kent Abrahamsson in Historic circuit racing. Our sympathies to his wife Margaret and all his family and friends.

Although Brian and I didn't know David Garnett personally, we were around at the time he drove the spectacular BMW engined Chevron sports car. David presented the Club with the Glenn

Garnett Trophy for the overall winner of the Harewood Hillclimb Championship. Our sympathies to his wife, family and friends.

Recently Brian and I attended the Classes Forum and as you will see from Chris's report, it was very poorly supported. It makes you wonder whether people are totally satisfied with Harewood and the Harewood Championship or are just totally apathetic. Whichever is the case, the future of the Forums will require serious consideration.

The Dinner Dance on 24th November is almost upon us, if you haven't already obtained your tickets, there is just time to ring Carol to book. Do it NOW!!!

The next 'Times' which will be out in late January/early February will have your Regulations Booklet for 2002, Practice Day regs, Annual Competitions form and any other relevant information. Yet again I extend to you, the members, an urgent plea for articles, anecdotes, adverts and anything you think will be suitable for publication in the 'Times'. Without your involvement, the 'Times' will become very insular so remember, its pages are open to ALL members. My grateful thanks to those who have supported the 'Times' this year but we still need additional help. Remember this is YOUR magazine and you are the Club.

I wish you all a very Happy Christmas and a successful and enjoyable New Year.
Pat

Wattle & Daub

Dear Pat

Further to the correspondence about Wattle and Daub in the last issue of the 'Times', a new appointment has been made to the board of this renowned company. Peter Walker, who with his wife Daphne is a stalwart of the Harewood marshalling team, is our new board member.

A former engineer, Peter brings with him much experience and practical ability, probably more than the rest of the board put together, but that's another story.

More help is always needed, if you fancy a challenge contact the company's recruitment hotline on 01653 692617.

Yours sincerely
John Green



*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

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)

TICKET APPLICATION

Seating: Tables available for 8, 10 or 12

If you have any special dietary requirements, please let Carol know with this application

NAME _____

ADDRESS _____

POST CODE _____

TELEPHONE NUMBER _____

I WISH TO SIT WITH (1st option) _____

(2nd option) _____

I WOULD LIKE TO BOOK A TABLE FOR _____ NUMBER OF TICKETS @ £29.50 EACH

CHEQUE/PO ENCLOSED FOR £ _____ MADE PAYABLE TO BARC

Please ring Carol on 0113 258 0274 to book your tickets as the Dinner is only a week away. Then send this application form to Carol Wride, 124 West End Drive, Horsforth, Leeds LS18 5JX

2001 ANNUAL AWARDS

To be presented at the Annual Dinner Dance

All trophies are competed for exclusively by Yorkshire Centre Members of the BARC,

with the exception of The Yorkshire Post Trophy

Yorkshire Post Trophy Fastest Time of the Season	Graeme Wight Jnr	52.01 seconds
Jack Farrar Trophy Fastest Time of the Season by a member Resident in the County of Yorkshire	Steve Owen	55.82 seconds
Arnold Burton Trophy Classes D, E, F and G Total Bogey Points	Peter Green	74.35 points
Richard Sutherland Trophy Sports car in Classes 1, 2, 3, 6, 7 and 8 Total Bogey Points with no scores dropped	Geoff Goodwin	99.45 points
Appleyard Group Trophy Sports Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	Richard Spedding	+1.93 seconds
Wallace Arnold Trophy Saloon Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	Vini Dobson	+1.58 seconds
Wendy Woolls Trophy Classes A, B and C having greatest improvement over class record (or nearest to it)	Andrew Ball	+1.18 seconds
Total Trophy Cars in Classes 4 & 5 having greatest improvement over class record (or nearest to it)	John Hoyle	-1.37 seconds
Brownlow Peabody Trophy Fastest time of the season by a 2 wheel drive car in classes 1, 2 & 3	Mike Sidgwick	65.70 seconds
Guyson Sandblast Trophy Fastest Time of the Season by a Jaguar	Richard Spedding	62.86 seconds
Hatfield of Sheffield Jaguar Trophy Total Bogey Points by a Jaguar	Haydn Spedding	90.01 points
Ford Woodhead Trophy Class 9 Fastest Time of the Season	Mick Moore	62.54 seconds
The Babra Trophy Presented to the Lady competitor who records the Fastest Time of the Season	Lynn Owen	58.55 seconds
Scrutineers Trophy Presented at the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car	David Coulthard	

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

John Bindloss Trophy To the new competitor who has shown 'The Greatest Promise in Hillclimbing'	James Blackmore
Ronald Hudson Memorial Trophy The Marshal who has shown the Greatest Dedication to Duty.	TBA
Philpot Marshals Trophy To the Harewood Marshal who has performed some specific task over and above the normal call of duty.	Keith Davison
Tim De Dombal Trophy Official or Marshal who has shown the Greatest Potential During the Season	Kevin Patrick
Derek Clark Memorial Trophy	The winner will be announced at the Dinner

ANNUAL COMPETITIONS 2001

Final Positions

Pos	Name	C/O/M	Total	Total - dropped points
1	Bobby Fryers	C	38	38 - 0
2=	Richard Harcastle	O	36	42 - 6
	Graham Wride	O	36	36 - 0
4=	David Dalrymple	O	34	42 - 8
	David Spaul	C	34	38 - 4
	Peter Green	C	34	37 - 3
7	Richard Hooper	O	32	32 - 0
8	Andrew Ball	C	28	28 - 0
9	Steven Dunn	C	27	27 - 0
10=	Pat Kenyon	O	26	32 - 6
	Brian Kenyon	O	26	32 - 6
	Daphne Walker	M	26	35 - 9
	Peter Walker	M	26	35 - 9
14	Tim Bendelow	M	25	34 - 9
15	Carol Wride	O	24	24 - 0
16	Mark Pocklington	C	21	21 - 0
17	David Naylor	O	20	20 - 0

The Pearce Trophy	Bobby Fryers	38 points
The Ken Lee Trohpy	David Spaul	34 points
The Firth Bowl	Pat Kenyon Daphne Walker	26 points
The Chippy-lola Vase	Graham & Carol Wride	36 + 24 points

HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

Overall Champion	Glenn Garnett Trophy	Geoff Goodwin
FTD CHampion	The Wilson Trophy	Steve Owen
Ladies Champion	Harewood Ladies Trophy	Clare Sullivan

**FOR
SALE**

JEDI SINGLE SEATER
Mk6 'High Nose' style
chassis with new improved
front end and narrow pods.

Built July 2001 - only
completed 3 events

Yamaha 1000cc FZR engine (same as
Thunderace engine)

Class win Sept event at Harewood / 2nd FTD
Quaife LSD. 1 set split rims and slicks

Ready to go: £12,000 - tel to discuss offers.

Data logging kit

Astra tech Astralog kit

Main unit and looms. Various sensors and
software

Would cost £2000 new

Offers i.r.o. £950

Martin Vesty

Tel 07899 063931 / 01423 340582

**FOR
SALE**

MG Metro 1380cc

Class 6 record holding car
Immaculate condition
throughout and ready to win.

Any sensible offer accepted.

Tel: Bobby Fryers

H. 01535 637548

W. 01756 792485

**FOR
SALE**

**YULETIDE PARTS
RE-ALLOCATION
OPPORTUNITY**

Set of forged Ford 1300
pistons and rods in first class order £400

Pair of virtually new Volvo V70 rear dampers
£30

BMW M Tech leather gear knob and gaiter for
E36 3 series £30

Pair of Avon A26 8.5 x 23.3 x 17 slicks, little used
£150

One brand new £100

Pair of Avon A26 9 x 23.3 x 17 slicks, little used
£170

One brand new £115

Shop early for Christmas, all offers considered
no matter how insulting.

Tel: Peter Herbert

01325 377125 (H) 0191 301 8723 (O)

BOB BINGLEY

Sadly we must record the passing, in October, of yet another Yorkshire Centre member of the recent past. The Patron of 'Duckspeed' racing always treated his motorsport as being fun, although this did not detract from his mechanical and organizational prowess.

Bob started motor racing (in addition to his full time gainful employment) with a Lagonda, then went onto hillclimbing with a Lotus Elan (built new from a kit in a single weekend!), a Titan F3 and various GT cars.

He then found his niche as a mentor and mechanic to such luminaries as Richard Shardlow with his Chevron B8 (when they were new!), Martin Griffiths with his Pilbeam and onto circuit racing with Martin Bolsover and his fearsome McLaren.

This leads us right through to modern times where for the last twelve years or so Bob had looked after the English interests of the Swedish Chevron collector and racer Kent Abrahamsson in the International Supersports Cup Series.

Bob (also known as 'Lord Bingley') had a tremendous knowledge of the Chevron marque, his help, advice and knowledge will be much missed by his friends in the paddock, as will his cheerful face and cheery greetings.

The Yorkshire Centre of the BARC extends its deepest sympathy to Bob's family, his wife Margaret and sons William and John.

Chris Seaman

MIKE WILSON

***There will be a Memorial Service
for Mike on***

Wednesday 28th November 2001

at

Woodkirk Parish Church

at 12 noon

Just off the Tingley junction of the M62 on
the main Leeds to Dewsbury road
(opposite Thwaites Garage)

MIKE WILSON

Just before going to press, we were sorry to receive the sad news that Mike Wilson, for many years Chairman of the BARC Yorkshire Centre, died on 3rd November 2001 at the age of 79.

Mike was chairman of the Yorkshire Centre for many years following in the footsteps of his father. Mike was a larger than life character; his influence in the formative years of Harewood Hillclimb cannot be overstated.

Nationally he changed the face of hillclimbing with the introduction of the Castrol/BARC Hillclimb Championship. Mike was a charismatic man, his laugh once heard was never forgotten and although latterly he was confined to a wheelchair (after hip and knee replacements) he was often seen shopping in his electric buggy. His other interests involved an internet club and Morley Rugby Club.

Our sincere sympathy to all his friends from all who knew him.

A full obituary will be published in the next edition of the 'Times'.

Dear Ed

It is with great sadness that I learnt of the passing of Mike Wilson. Whilst Harewood has not been graced by his presence for some years, his mark and influence on the Yorkshire Centre of the BARC, and Harewood in particular, will never fade. I am sure he would have been most impressed by the Harewood of the 21st century.

I leave those who new Mike better than I to record his motorsport life and times. However, my abiding memories are of his sheer physical presence, his amazing performances (always in the best pubs and restaurants) of 'the Death of Nelson' and of course that totally unforgettable laugh. The pleasure that I have had from Speed Hillclimbing over the last 35 years would have been much poorer had I not had the privilege of knowing 'MSW'.

I'd like to think that St Peter wonders what has hit him!!
Yours Etc...
Chris Seaman

DAVID GARNETT

1943-2001

David started Hillclimbing in 1977 when he bought the ex-Bancroft/Scragg Chevron B19 BMW Alpina.

He competed in U.K. Hill Climbs, where he notched up many successes. In 1980, he commissioned Mike Pilbeam to build him a new sports car. The Pilbeam was driven to good effect until business pressures forced David to retire a few years later.

David always drove mouth-watering road cars, including several Porsches and latterly the latest Maranello offerings.

He started his company, 'Bearings Non-Lube', and built the company into a world leader in plastic bearings, winning the Queen's Award for Export Achievement along the way. Of this award, David was justifiably proud. In the mid 1980's, David sold the company to a P.L.C., only to buy it back a few years later, when they got into financial difficulties. He then successfully turned the fortunes of the company around, selling it yet again to an American corporation, some time later.

David was a true gentleman in everything he did, both in business and pleasure. He had massive enthusiasm, energy and dynamism, which he applied to all his pursuits, whether they were recreational or business.

David died after a courageous fight against his illness. He will be missed by his widow Anne, his children, his family and all his many friends.

Philip Bennett.

BARC (Y) Annual Classes Forum

at The Old Golf House Hotel, Outlane
4th November 2001

The Centre chairman, Simon Clark, chaired the Forum with 18 people attending, 7 of whom were committee members.

Simon welcomed everyone and opened the meeting at 10.30am. Proposed developments at Harewood for the 2002 season were outlined as follows.

The computer timing system that has been trialled during 2001 will be used. This will speed up the running of the meeting and enable 1st 64' and various split times to be made available to competitors via the computer screens, these will be moved out of the shower block to be mounted into the BARC control unit. It was suggested by Steve Wilkinson that the various split times be put onto the Harewood web site to be accessed and printed out by competitors as required, this would minimize additional outlay in time and material - a good idea.

New cabling will connect the timing equipment to the start and finish, also the possibility of a digital readout on the end of the control unit facing competitors as they approach the paddock. The new commentary box will also have a readout from the computer.

The change to computer timing will enable the latter part of Quarry corner and the finish to be made safer. This is brought about because we no longer need a light beam and mirror arrangement protected by a housing adjacent to the track, but can use a longer range laser/infrared system. We can then lower the height of the outside curbing and replace the gravel, on the outside of the corner, with tarmac. This will give the errant competitor additional opportunity to regain control and will remove the 'launch ramp' effect of the curb and gravel. Care will be taken to retain the characteristics of Quarry corner and not to make it easier or faster. This will also speed up the operation of the event as there is a lot of time lost whilst the hard pushed band of Marshals replace the gravel ready for the next over enthusiastic motorist. This is, of course, all subject to approval of the plans by the MSA track inspector.

The Chairman explained that the hill would require resurfacing within the next two to three years. This should not present a problem as we are on target to make the final installment of the £85,000 loan for extending the hill.

New fencing will run alongside the road from the main entrance to the trailer park/paddock thereby creating two-lane traffic on this section.

Brian Kenyon expressed concern that the Rectical barriers on the first corner were not positioned in the optimum area. It was explained that the positioning was to save competitors from a potentially disastrous 'straight on' incident.

Allan Staniforth requested corner approach marker boards (100mtrs, 50mtrs, 25mtrs etc.)

A lengthy and interesting discussion then ensued on the marking for the 2002 Harewood Championship. The unanimous feeling of the meeting was that the Championship should commence the new season with bogey times calculated from all the current class records (i.e. class record + 18 seconds) and that the target times remaining on two of the classes should be dropped together with other restricted times. The bogey times will then be recalculated for each championship meeting so that the bogey time will always be the current class record standing at the commencement of the meeting plus 18 seconds.

The 2002 season would then commence with the following bogey times:

Class 1	88.68
Class 2	85.57
Class 3	82.06
Class 4	82.16
Class 5	81.44
Class 6	81.70
Class 7	78.51
Class 8	78.93
Class 9	79.54
Class A	78.06
Class B	76.70
Class C	76.17
Class D	74.44
Class E	77.20
Class F	74.21
Class G	72.65
Class H	75.96
Class I	73.83
Class J	73.51
Class K	71.93
Class L	70.30

It was declared that there is no intention of changing the classes for 2002 season although the meeting was informed that the Midland Speed Championship and the NSCC Championship are allowing motorcycle engined cars into classes 4 and 5 together with the Lotus Elise into class 2.

The meeting closed at 12.30hrs.

BRAVEHEART

Peter Herbert

Harewood 7 October 2001

The true worth of a real champion, it has been said, is best measured against the way in which adversity is faced.

Some weeks earlier at Loton Park, Graeme Wight had an almighty practice accident on the daunting tree lined Cedar Straight, and all but destroyed the family Gould GR51 in which his son had hoped to become Scotland's first British Hillclimb Champion that very weekend.

Unperturbed, as his father recovered in hospital, Junior jumped into Karl Davison's older Gould GR37 and, despite unfamiliarity with the Judd powered machine, scored enough points to clinch the title.

Now at Stockton Farm's final event of the season the champion elect returned to the fray in his hastily rebuilt Gould V6, and stunned everyone with a virtuoso performance.

A stonking 52.30s opening class run broke Roger Moran's 1998 record, to be followed by a 52.41s first run-off win. A 52.81s second class run saw the Kincardineshire driver again quickest run-off qualifier, and a devastating 52.01 final ascent completed a clean sweep that secured FTD and was within 0.27s of Andy Priaulx's outright hill record.

As confidence grew in his repaired mount Junior's commitment became total, the distinctive whine of the Richardson-Cosworth propelled projectile adding to the red car's dramatic progress. Into Orchard the kerb was monstered magnificently, to be followed nano seconds later by an exit worthy of a tomahawk missile. These were inch perfect lines of which even Mr Kenyon would have approved.

And speaking of 'Special K', Harewood's 2001 finale coincided with Brian's birthday, an occasion shared with that of our plucky chairman and Clerk of the Course for the day Simon Clark. Separated at birth, one by his own admission became the fastest Sprite driver in the world, the other became one of Enzo Ferrari's richest customers.

Upon being asked about the health of his father, Junior replied "Och, he's fine, but he'll have a sore arse for a couple of weeks". Apparently this is a quaint Scots medical term.

Many pessimistic Yorkshiremen gloomily predicted hurricanes and monsoons for Harewood's extended season, but they were proved wrong. A mild dry day would have done justice to a June meeting, rain only intervening as Mr Clark the Clerk handed out the last of the prizes. An unfamiliar dark track colour, suggesting conditions to be slipperier than they in fact were, was merely an Autumn hue, and only a low sun impeded full attack.

First to leave rubber on the startline was Class A, and the non appearance of the all conquering Westfield Megabusa of Mike Pitt and Phil Davis left Peter Herbert's 1997 record unmolested. However, a motorcycle engined car still won. Aided by some Steve Owen tweaks to the Honda Blackbird power plant, Andrew Ball drove his Caterham well to a 2.38s victory. Herbert's Westfield BDH came a distant second and was crap.

A merged unlimited modified production class saw national pace setter John Bradburn enlist the services of Mike Sidgwick to boost class numbers for maximum leaders points. But despite the pair driving the Midlands based Westfield V8 to a class one-two, the Leaders title was to go elsewhere. The hard charging Simon Bainbridge was a close third, just 0.3s behind Sidgwick, in his Audi S2 Coupe. Despite plenty of technik, there was an inevitable lack of vorsprung against such lightweight competition. (German joke).

Next up the hill were what old timers call Clubmans cars, and it was the Lord family versus the Wards. Paul Lord set the pace, his Mallock Mk17B almost a second clear of Chris Ward in the Mk20X version of the late Arthur's handiwork. Co-driver Ashley Ward was a close third with Peter Lord bringing up the rear.

The ultra competitive 2 litre sports libre class produced the 2001 Leaders Champion when Paul Haines knocked 0.15s off his own record to secure a massive three second win in the Millington powered Mallock Mk18/20. Tom New was a game second in his Vision-Vauxhall, but a first run spin in the Esses dented the south coast driver's confidence. Paul Sandford, possibly the only

person to have ever turned right between Orchard and Farmhouse, regularly made it to the finish this year to take third place in the OMS sports car, 1.86s adrift of New.

Poor Les Procter, despite having two engines in the back of his motor cycle engined OMS, was unable to break the two and a half minute barrier due to mysterious gremlins.

The opening racing car class, up to 1100cc, provided the perfect platform for the diminutive Force-Suzuki of Mark Budgett to mop up. With a winning time just 0.15s shy of Mark Lawrence's record, the determined Budgett was made to work hard by Adam Fleetwood's OMS which took an early lead. But on the second ascents the Force punched into the 55s to secure both a 0.23s victory and a run-off place.

David Oldridge led the pursuit, his OMS 0.76s astern of Fleetwood and more than a second in front of Roger Fleetwood. A little further down the field Yorkshire hillclimbing's elder statesman Allan Staniforth, steeled himself to become the butt of many jokes courtesy of your editor's invitation in the last 'Times'

Somerset constructor Bill Chaplin again produced the winning goods in the 1600cc class, with Phil Cooke doing the business in the larger Suzuki engined Force. James Blackmore kept Cooke honest just 0.56s behind in the OMS, while Tim Wilson continued to master his new Honda propelled OMS in third place whilst watched admiringly by baby son, a 57.67s climb being an encouraging effort.

To the relief of the 2 litre brigade a Force of such capacity has yet to hit the hills but one is on its way. So it was a battle between OMS devotees Trevor Willis and Steve Owen for class honours. Serial championship winner Willis was on fine form holding onto an opening run lead despite a second climb excursion. Owen was 0.7s off followed by Ben Butterfield in Leon Bachelier's Dallara and Peter Hamilton's well driver Quest.

Graeme Wight Jnr dominated the unlimited class, the only driver to break into the 52s. Roger Moran came closest to the young Scot with his Gould-Judd, but 0.91s separated the two. Tims Coventry and Mason were next in line with their shared Gould-Judd, the pair 0.2s apart.

As top qualifier Wight went on to win both run-offs. Moran and Coventry completed the top three on the first occasion, and Moran and Mason on the second.

Martin Groves is one of those irritating blokes who can jump into any car and drive the wheels off it. Guesting in Simon Durling's Gould-DFL, the former leaders and Midland Champion took half a second off the car's owner in the class runs, and finished fifth in each of the run-offs.

Mention must also be made of Martin O'Connell who had been entrusted with Christian Mineeff's wonderful sports racing SPA-Judd for the day. Under the watchful eye of the car's owner, and tended by Peter Harper, who it is rumoured, is shortly to return to the driving seat, O'Connell's progress was mighty. Despite the circuit racer's hillclimb rustiness, he put the SPA into the afternoon's run-off, only to suffer a start line breakdown that prevented an ascent.

The former F3 and current sports car racer's only previous experience of the car had been at Loton some weeks earlier. Mineeff had shared the drive and was amazed that O'Connell was a full 20mph quicker than the owner up Cedar Straight, testimony to awesome speed carried through the preceding corner Keepers.

For the Harewood classes there was a good turn-out of hill regulars mixed with some competitive visitors.

Road modified saloons and sports cars up to 2 litre went first, and Iain Ball was to the fore in his spiritedly conducted Escort. The Warrens gave chase in their Peugeot 205 Gti and Escort, with Jamie's Pug only 1.78s off the pace and 0.06s ahead of Adam.

In the over 2 litre division honours fell to Barry Newton's Porsche Carrera. Bobby Fryers, purveyor of fine motor cars to the unsuspecting gentle folk of Skipton, dipped into his toy box and produced a Clio V6 for the occasion and was rewarded with second place, 2.64s adrift. John Slater's get-away car, a Jaguar XJ40 ran Bobby close by being only a further second down.

Outgoing Harewood Champion Dave Banner won the up to 1700cc road modified kit and replica confrontation with his usual neat drive, the Westfield 0.93s quicker than the rapid Sylva Striker of Robert

Bellerby. Dale Cordingley was a further 1.05s back at the wheel of his Caterham while Mike Geen provided further variety in fourth place with the Dutton Phaeton.

Scott Moran blitzed the unlimited class in his 1800cc Caterham, a cool 6.30s up on Richard Vale's similar car. John Owen's Westfield was but 0.25s down.

Second record of the day to fall was that of the well supported 2 litre modified production class excluding kits and replicas. Mark Waldron has now got the lightweight turbocharged Elise fully on song, and his reward was a time more than two seconds inside his own record. Hill regular Vini Dobson drove his Golf superbly to runner-up position, albeit 3.61s shy of Waldron, and held off some quick machinery including that of Benetton electronics wizard Richard Marshall who was 0.64s astern. The radical ex Reg Phillips Peugeot 205 was shared by wife Gill who drove it into fourth place.

Whilst the golden days of Harewood Formula Fords are for the moment just a memory, the cheap

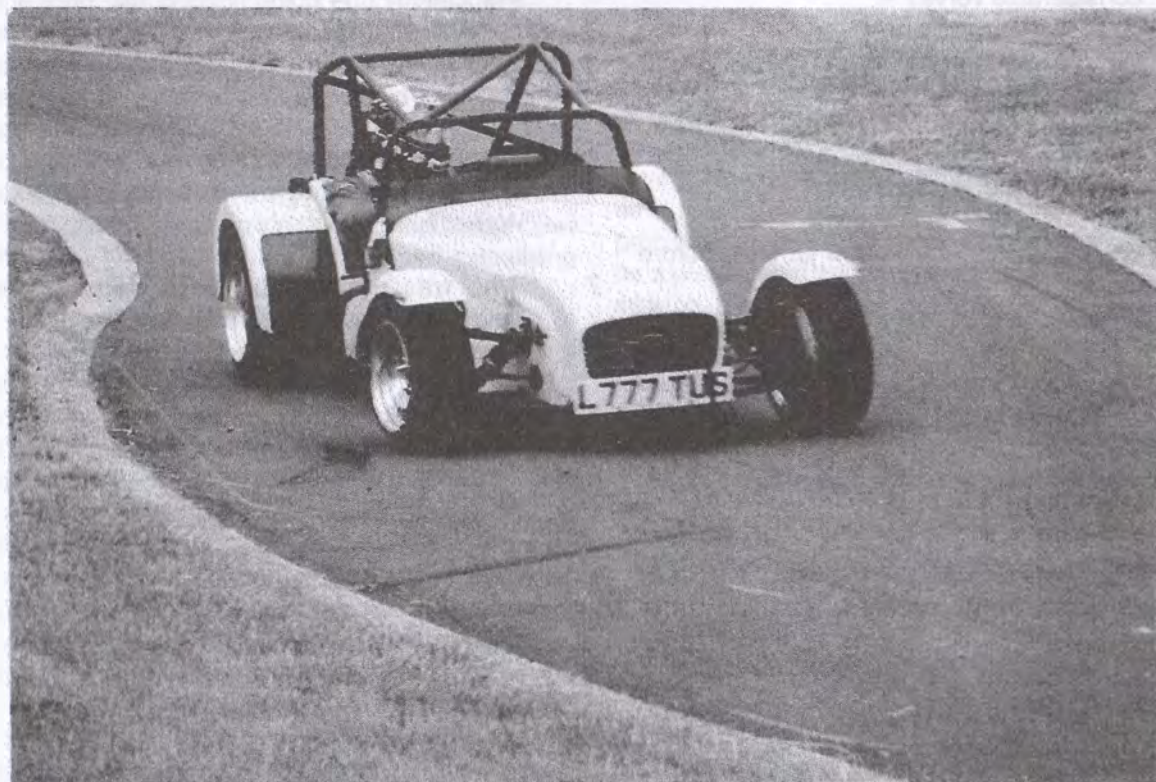
and cheerful single seaters that developed the talents of such aces as Roger Kilty and Tim Mason, still form a competitive class. In an all Van Diemen scrap it was Trevor Jackson who triumphed, 1.46s faster than Phil Webster.

The rain arrived just as Junior was collecting his silverware and praising the organisers and marshals for such an enjoyable occasion. What more is there to say?

RESULTS

Cl	Name	Car	Time
1+2	Iain Ball	Escort	70.53
3	Barry Newton	Porsche Carrera	71.37
4	Dave Banner	Westfield SEi	64.93
5	Scott Moran	Caterham 7	63.82
6+7	Mark Waldron	Lotus Elise	(R)60.51
9	Trevor Jackson	Van Diemen RF85	64.33
A	Andrew Ball	Caterham Honda	61.24
8+C	John Bradburn	Westfield SE8	58.97
D	Paul Lord	Mallock Mk17B	58.95
E+F	Paul Haines	Mallock Mk18/20	(R)56.21
I	Mark Budgett	Force PT	55.98
J	Phil Cooke	Force PT	56.28
K	Trevor Willis	OMS 2000V	55.12
G+L	Graeme Wight Jnr	Gould GR51	(R)52.30
FTD	Graeme Wight Jnr	Gould GR51	52.01

(R) denotes new class record



Next year we expect Peter Herbert's class record to be under threat from the Honda Blackbird engine Caterham of Andrew Ball
Photo: Peter Cunningham

MOTORING MASTERMIND

Quiz by Barry Newton



WOMEN DRIVERS

- 1 a) Who won many Coupe des Dames driving a Sunbeam Talbot? (1/2 point)
- b) With what famous night spot was she associated? (1/2 point)
- 2 a) Who (from Leeds) co-drove with her husband on many Alpine Rallies and won a Coupe des Alpes? (1/2 point)
- b) What was the registration number of the car she drove? (1/2 point)
- 3 Which Italian drove her own Maserati 250F?
- 4 Which Briton drove and raced a Mini with considerable verve?
- 5 a) Which prominent member of BARC Yorkshire Centre drove a Sprite and is an indispensable member of the organising team?
- b) What was her maiden name?
- 6 a) Who made her name show jumping before moving onto MG's and Healeys?
- b) Who were the two famous men in her life?
- 7 Who was Womens Champion in an Audi Quattro?
- 8 Which well known Hillclimb and Sprint driver died recently?
- 9 Which woman drove a Formula 1 car but never qualified for a race?
- 10 Which woman held the record for the fastest lap at Brooklands?

POT POURRI

- 1 At which Yorkshire circuit did Stirling Moss first race?
- 2 Which Ferrari F1 driver raced a Cooper Norton at Olivers Mount? (Yes, it really did happen)
- 3 In which year did the wearing of crash helmets become compulsory?
- 4 a) Where (1/4 point), what (1/4 point) is 'Le Chanticleer' (1/2 point)
- b) Who owned it? (1/4 point)
- c) With which marque was he mainly associated? (1/4 point)
- 5 Who was Fangio's famous mechanic at Maserati?
- 6 Who was Stirling Moss's famous mechanic as a privateer and when racing for Rob Walker?
- 7 Who was the famous Mercedes Benz development engineer who could set lap times equivalent to the lesser works drivers?
- 8 What motif did Prince Bira carry on the scuttle of his ERA?
- 9 a) What were the names of Prince Bira's three cars? (1/2 point)
- b) What were they? (1/2 point)
- 10 a) Who drove in F1 with a flat cap turned back to front? (1/3 point)
- b) What car did he normally drive? (1/3 point)
- c) What was his nick-name? (1/3 point)

Please send your answers to Pat Kenyon, 'Hillside', West Lane, Holdworth, Loxley, Sheffield S6 6SN and I will pass them on to Barry for marking.

Let's hope a few more of you have a go!

ALTERNATIVE MARKING SYSTEM?

Kevin McGrath

Although this is my 1st year competing in hillclimbs and though I fall into the category of 'the older also rans', I would like to add my opinion to the on-going debate regarding the marking for the Harewood Championship.

The problem as I see it, is the organisers being able to reward excellence and ability, whilst still encouraging those amongst us who, for whatever reason, are not contenders for the Overall Championship.

From the personal point of view of a complete novice, the competitors who feature most at the top of the championship are those who have ability, a competitive (reasonably modern) car and a switch on the back of the head to turn their brain off (joke, honest). In any sort of championship, these people will come to the fore and will feature in the results list, nothing will change that and to be fair, I don't think that anything should.

However, this is not to say that we shouldn't encourage those of us who are just starting out in the sport, with possibly a tight budget, with probably an older and potentially un-competitive car. Similarly, those of us who through advancing years are naturally getting slower, would I am sure be grateful for the chance of competing for the championship. (If like me you fall into both categories, you have a big problem). The question is how to achieve a marking system that would cater for both types of competitor, without penalising either.

My initial thoughts ran to a system that rewarded competitors based on their time improvement over the meeting/year. However, on checking results from the meetings held this year, I found that this would penalise the 'top dogs' as the better you get, the smaller the (improving) time increments seem to be. For a novice the potential for improvement is much better, as we tend to start with slow times, get faster very quickly (sometimes) (often with large increments each meeting), until we (hopefully) reach the 'plateau' where the rest of the class sits.

I then refined that idea by attaching a floating 'booster' to the time improvement. My thought being that if we take the class record (or bogey time) as the yardstick, we would multiply the time improvement by this 'booster' to arrive at the total points for the meeting.

To (try to) ensure fairness the booster would be larger the closer to the class record/bogey time that you achieved. I am assuming that it is easier to improve your time if you are 20 seconds off the class record, than it is if you are 1 second off the class record.

For example and as a starting point, we apply a range of times to a class (for ease of mathematics I am using 2 second bands, although these could be changed as required).

Bogey time to bogey plus 1.99 secs Booster = 10
Bogey time plus 2 secs to bogey plus 2.99 secs = 9
Bogey time plus 4 secs to bogey plus 3.99 secs = 8
Bogey time plus 6 secs to bogey plus 5.99 secs = 7
Bogey time plus 8 secs to bogey plus 9.99 secs = 6
Bogey time plus 10 secs to bogey plus 11.99 secs = 5

Etc

If your time improves by 0.45secs during a meeting and you are in the range Bogey plus 1.99 secs you would therefore receive 4.5 points

If your time improves by 0.45 secs and you are in the range Bogey plus 8 to plus 9.99 you would receive 2.7 points.

However, if your time improves by 0.75 secs in the range Bogey plus 8 to plus 9.99 you would receive 4.5 points.

Of course, the ranges and the boosters would be changed to suit circumstances and would be totally flexible.

The only problem I can see would be where does one start a competitor who is, literally, on his 1st ever hillclimb at Harewood. Maybe we would have to use a system of beating the top of the range time, much as now. (This of course is only a problem for the very 1st meeting). There could also be a problem if a person changes class during the season, but again I don't see this as being too big a problem.

For ease of use and for storage of history records, the use of a computer system would be almost mandatory, but I cannot see this being an insurmountable problem.

I would welcome your views on this system and especially the views of the members of the committee, all of whom are far more experience than I.

One of the advantages of a system such as this is that it can be fine-tuned by changing ranges, boosters etc to ensure fairness for all competitors.

It could also help to encourage those young competitors who are doing their hillclimbing the hard way, with little money and a lot of enthusiasm, thus ensuring their continued participation in future years.

CLASSIC MARATHON 2002

After marshalling on the Winter Challenge organised by the Classic Rally Association for the past 4 years Nigel Drayton and myself were invited to do the same on this years Classic Marathon in September. We were promised lots of sun, socialising as well as the hard work, so we accepted.

This event started in Ypres in Belgium and finished 6 days later in Cortina in Northern Italy with stops on the way in Luxemburg, Baden Baden and Innsbruck. As the name suggests it is for classic cars up to 1968 with the majority being 1950's and 60' but with a class for vintageants. The full entry of 120 cars varied from 841cc Saab to 5600cc Plymouth Barracuda, from a Mini to a Silver Shadow with lots of Austin Healey's, MG's and Jags. The format is like a road rally with time controls timed to the minute and regularity sections.

Packing was complete, tee shirts and shorts take up a lot less room than the jumpers and thermals we have to take on the Winter one (it gets cold on top of an Alp at 2.00 in the morning!) so there was plenty of room left in Nigel's P1.

We set off in good time on Friday morning to catch the 16.00 ferry from Dover to Calais only to find the A1 closed at Stamford and a very long cross country detour meant we only just caught the ferry.

A quick trip up to Ypres followed and we found our hotel, which was not where marked on the map (not a good sign). A marshal's briefing was held at 20.00 and we found out exactly where we would be going and what types of controls we would be running. Met up with the other teams (everyone works in a team of two) and some friends from previous events.

On Saturday we were asked to help out at scrutineering and then with the practice regularity section. This was for both the competitors, many who hadn't competed before and the marshals to use the Liege timing clocks, which the event uses. This system has a chip attached to the time card, which holds all the times, and this has to be activated by the clock at any control. Times are also entered onto the time card and a check sheet. This system enables results to be prepared quicker especially as the event covers long distances each day.

Scrutineering was held at a motor museum on the edge of time and was mainly uneventful except for many crews having to buy a ground sheet from the hardware shop next door, which was an Aladdin's cave and sold absolutely everything in every size. We bought 8ft of 2x1 and got them to cut it into 4 and put a point on one end to use as small stakes, this cost 80p! On to the practice regularity, it was good to use the clocks again as they are set differently whether it's a time control start or finish. Unfortunately one TR4 went off and was too badly damaged to start the event bearing in mind the average speed was only set at 40kph on flat Belgian roads!

On the evening we had been invited by the local motor club to the ceremony at the Menim Gate and then they had organised a dinner for all competitors and marshals in the very impressive Cloth Hall.

Sunday morning saw us running the start of the 2nd regularity section approx 20 miles outside Ypres. This involves giving them a start time and counting them down. When it gets to zero you give the navigator a slip with the average speed for the section on it. They don't know where the finish is so they have to try and average this speed until they come to the end. Penalties are applied equally for being too quick or slow, the finish time being done on site not when they enter the control. We could see the where they slotted off the main road and 80 must have overshot the junction, those who didn't usually because they had seen someone else do it. All the competitors were moaning about the number of cyclists on the road. It was cold but stayed dry, we could see rain in the distance, which was an omen of what was to come. Following this we set off across Belgium to our next control, a regularity finish about 50 miles outside Luxemburg. As a result of the distance to drive and the short time available we just made it in time. This was after a section through a forest, which many thought too rough and resulted in many drivers diving under the cars at the end to check everything was OK. It rained all the time we were there so we rapidly had to find a way to keep everything dry. After this it was a quick drive down into Luxemburg with a short detour to pick up one of the course car team who had to be left at a control, as the local crew who were meant to be doing it hadn't turned up. We quickly found our hotel following the road book - again the map provided was useless. This was very nice but inefficient which resulted in us getting dinner at 23.15 when everyone just wanted to go

to bed. At the end of the first day the event was being led by the Plymouth Barracuda from an MGB and a Cortina GT

Monday morning allowed us a lie in as our first control was not until 12.00 but it was 150 miles away in France. This was an intermediate control on a regularity section so we had to give them a time and off they went, again it was raining but we were starting to get used to it but must buy some waterproof boots when I get home. Soon as closing time passed we were straight off to the next control which was being opened by the course car as it opened before we closed never mind the drive there about 30 miles! This time control was inside a café in the spirit of the old rallies and the crews have to come to you so at least we were in the dry. It was our only inside control all week but it did enable us to get some lunch even if it was 17.00 by then. Straight off from here to Baden Baden one lap of the town later after missing a slot found our hotel, a quick pint then across the road for a Chinese and to bed. The Plymouth was still leading the MGB and the Cortina.

It was an early start on Tuesday as our first control was a 100 mile cross country drive away and had to be open for 9.30. It was in a car park near a church so we thought we had plenty of room as we expected the competitors to arrive early as it was a time control and they could wait for their times. Then 5 coach loads of German tourists arrived to visit the church. I'm sure most of them found the cars much more interesting. An anxious time for an MGC driver whose engine wouldn't restart despite the effort of both support crews. Two new rotor arms didn't do the trick but a second hand 4 cylinder mini one worked on the 6 cylinder MG engine and off he went. No service vehicles are allowed 2 crews provided by the organisers follow them round one driven by Tony Fowkes (who remembers him coming 3rd on the RAC in a private escort in 1975?) Once finished we had a very steady and scenic drive to Innsbruck. The only change to leader board was an Anglia had passed the Cortina for 3rd place

An early start on Wednesday saw us heading down an Austrian motorway at 6.00 into northern Italy to open our first control at 6.40. This was a regularity start but due to problems with the finish control we had to hold all the competitors for 15 minutes so we had a queue along the road much to the displeasure of the local hotelier. We were either blocking his car park (no one came or went)

or keeping his guests awake (who were stood watching on the balcony) depending on which argument he was using at the time. Eventually the police were called and after explaining we had permission from the daughter and discussing this with our Italian co-ordinator the hotelier wasn't seen again. At least it didn't rain but it did snow at the finish. We had been warned to allow plenty of time to get from place to place in view of the roads and traffic and this was true in getting to our next control but we did have time for lunch in a typical mountain chalet restaurant being joined by one of the other crews who had guessed we would be there. Our next control was a combined time control and regularity start. This is just like running an arrival control and special stage start with only two of you to do it so with 120 cars we were very busy for the next couple of hours. A very slow drive over two mountain passes took us to Cortina arriving at 21.00 where we were to be based for the next three nights. Dinner in the hotel followed by an early night, as we had to be up early again in the morning. The leader board had now changed as the Plymouth had engine problems and was only running on 7 cylinders and had lost the lead to a 1929 Bentley Le Mans Tourer being driven very rapidly followed by the Cortina and a Porsche 356 in third.

Thursday morning started with a pleasant drive out along deserted roads after the busy ones yesterday to again run a combined time control and regularity start. For the first time the sun shone and it was warm, this is more like we were promised. This ran without incident and we moved on to the next one, which was a regularity finish in a lay-by. When we arrived it was full of a large cattle truck as the farmer was taking his cows down into the valley, winter comes early in the mountains. When they went we discovered that the farmer had taken over the lay-by and put an electric fence down it to keep in his remaining cattle, which were to be moved the next day. Fortunately he spoke a little English and his son very good English, after Nigel had explained what was happening he moved his barriers from across the road and reconstructed the lay-by moving the electric fence back. He even came back later on to spectate with his wife, how many Yorkshire farmers could you see doing that so we could use it to run a control. Now these cows with bells round their necks sound nice but after 3 hours drive you crazy. The rally was running late by now so we finished this in the dark and cold. Glad we remembered to take some lights with us. Back to Cortina for about 21.00 and to the local Italian (well you have to in Italy don't you) for dinner.

The leader board was now Bentley first Cortina second and Lancia Aurelia third.

Friday was the final day with just 2 very long regularity sections; we were doing an intermediate timing point on top of a pass. With a spectacular ride out, 32 hairpins up one pass and 29 down the other side and then up again to our control. Weather was awful going in and out of the cloud and it rained all the time. Everyone was dropping time in a hurry and couldn't believe we were not the end of the section. A steady run back to Cortina followed to finally see it in daylight. A quick walk round the shops proved we couldn't afford anything as it was very expensive so we retired to a bar to exchange stories and kill time before the prize giving dinner that night. The top 3 hadn't changed so the 1929 Bentley won the event! The driver was at the prize giving but the navigator had already flown home as she was doing the five days Classic Malts Trial starting on Saturday morning! A good evening was had by all and the free wine flowed freely but we knew we had 800 miles to drive the next day.

We wanted to get back as early as we could so set off at 7.30 and after some A roads we got to the motorway followed by some more A roads through Austria. We expected to make good time on the German autobahns but no there were only 2 lanes full of traffic and road works. By 12.30 we had only done 250 miles out of 800. Things changed once we got into France, the auto routes are deserted, no doubt because of the tolls. We did approx 450 miles in France and it cost approx £23 in tolls, remember that when we moan about the cost of petrol! We did pay 44p a litre in Luxemburg. We stayed just outside Calais in Bethune and guess what there was a rally going on. There was a well stuffed Porsche in the car park and you could hear the cars in the distance. The next morning there were a number of British cars in the car park that had gone over for the event. An early ferry preceded a very boring drive up the A1. It felt strange sitting in the car without a map road book or other details on my knee. So it was home for lunch having travelled 2650 miles using 550 litres of petrol at a cost of £400. We averaged 21mpg with the worst stretch averaging 15!

It was a very enjoyable but tiring 10 days, here's looking forward to the Winter Challenge in January which finishes in Barcelona.

LETTER FROM FRANCORCHAMPS

Stuart Gaughan

I February I received a letter from Dennis Harris congratulating me on winning the BARC's Marshal prize draw, this comprised of a trip for two to any European GP courtesy of Page & Moy. My first priority was to check the dates, 'em, something fishy here, the date given was for a Wednesday. I phoned Dennis straight away, but he confirmed I had won the prize and which would be my preferred choice of venue. Well, it had to be SPA didn't it? Next hurdle, the trip was for two and as a bachelor there was no obvious companion and despite turning down several offers from some very nice, but attached ladies, I had decided on asking a fellow BARC Midlands Centre Member Mike Plummer. Now I knew Mike would love to go but he would have to get 'permission' from the wonderful Mrs P, Sheila. Mike 'got the all clear' so all we had to do was sit back and wait for the time to move along.

Come the time, we drove down to Gerrards Cross just outside London and caught the train into London, and on via the underground to Victoria coach station. All we had to do then was sit back and avoid DVT. We picked up more passengers in Dover, where we were informed that it might be a good idea to eat on the boat as we would be going straight to Spa with only one stop for fuel in Calais, and from there non-stop to Francorchamps. So, on the ferry it was fish and chips and then once on foreign soil we stopped at a booze warehouse where both bus and passengers re-fuelled. We arrived at the circuit at about 09.00 on Saturday morning and having got there, practice was delayed for almost 45 minutes by low fog but qualifying went ahead on time. Mike and I walked from La Source (our drop off and pick up point) through the stalls/shops at Eau Rouge. Fortunately, I had been before and knew just how steep it really is (forget the telly, go and see for yourselves - it's steep). We found a decent viewing spot at the top of the hill just before Pouhon where we could see the cars, put in our earplugs and sat down on the grass/stones to wait for qualifying. We all know how the qualifying panned out, but I was delighted Montoya took the pole and, in my own perverse way, I was delighted for Frenzen. After the F1 qualifying Mike and I went back down the hill and despite the crush, we finally settled on a place at Blanchimont to watch the F3000 race. Viewing here is limited but quick (the cars). The good news was that a Brit became

champion, well done to Justin Wilson. At the end of the F3000 race we had to get back to the coach and this proved difficult due to the sheer number of people. Still, we made it and on the journey into Brussels, Mike and I decided that although our view was great for the F1 qualifying, there was just no way we could get a decent view on Sunday with Brussels being a 2 hour ride away (add one more on race day) so we decided to head for our second choice, at Blanchimont on race day.

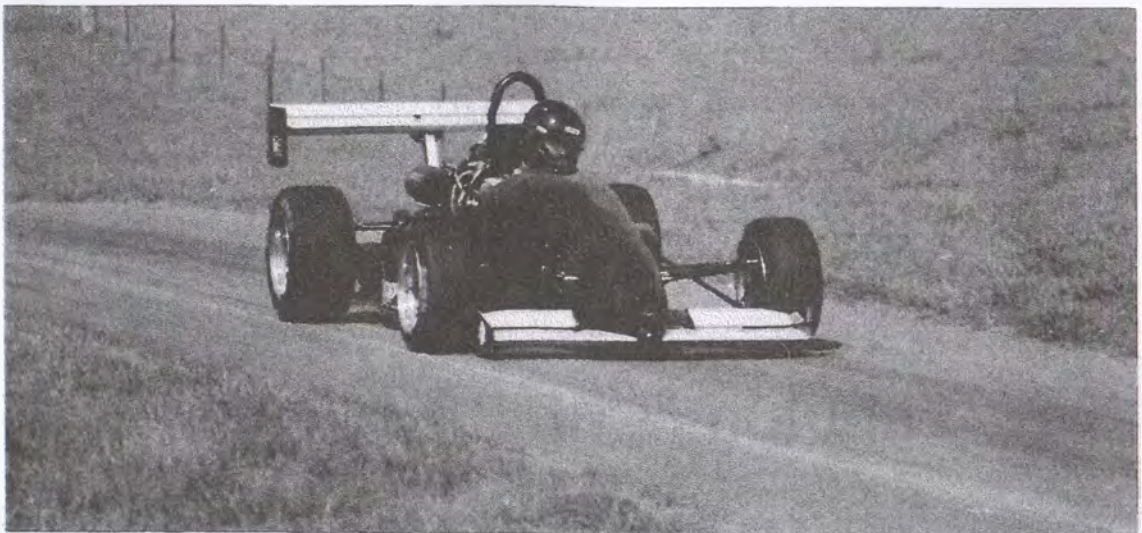
Saturday night, arrived at our hotel, washed and changed and with the Grande Place just 100mtrs around the corner Mike and I sat outside a nice restaurant and had our well deserved evening meal, retiring early to bed as we had to be up early for the start in the morning. Obviously as race marshals of many year's standing, this was not a problem. Unfortunately England managed to win a game of football and 3 of our fellow travellers overdid the celebrations, and despite waiting for them they could not be roused. We left Brussels a little later than planned and arrived at Spa later than we wanted to be. Mike and I did some souvenir shopping leaving it on the coach whilst we headed off to Blanchimont to watch the race. I'm sure you all know the race result, suffice to say that M Schumacher was fantastic, and we had a grandstand view of the Irvine/Burti accident. We were able to give a running commentary on the handling of the incident, vac. Mat out collar's etc. What ITV and the press chose to ignore was the injured marshal, he was taken away on a stretcher from the previous corner, I hope he is OK.

Race over it was back to the coach and get in the queue to try and return to Brussels. Three hours later we got back to the hotel and just tidied ourselves up and went out to eat. We went to a different place on Sunday night but the food was just as good. Took some night photos of the Grande Place, went back to the hotel, showered and agreed to get up early in the morning and do some shopping for our nearest and dearest. Now, we had got this far with only a little rain, but Monday morning would make up for that!

Right, now the return trip just seemed to take forever, the highlight for me being the toilet roll dispenser at our last stop before the ferry. Arriving back at Victoria coach station we said our goodbye's and thanks to Michelle MacTavish of Page & Moy and to Gary Spencer of Turner's Coaches. Now, the most exasperating part of the journey, the return to Gerrards Cross and the car. The trip on the underground took forever, and with all of our goods in tow seemed like hard work but we finally made it back to the car and returned home (north of Watford).

The trip through England was about 300 miles altogether and according to Gary, the coach trip was about 1350kms. Despite the long rides on a coach, we both enjoyed the whole trip and the next time anyone asks why they should be a BARC member, I shall be able to point out one of the benefits.

Thank you all for reading a 'Letter from Francorchamps'



Harewood Championship FTD winner Steve Owen crests the rise at Country
Photo: Steve Wilkinson

H Fixed in your ways?

A Why?

R Happy with your performance?

E Think again

W Join the achievers

O 2

O 0

D 2

**We have helped many
Championship Winners to improve
their performance at Harewood**

S D

P Plus many drivers with FTD's, class wins

E and podium positions

E It is our aim for you to improve and have

D fun doing it

Book any of these dates and you've taken
the first step to success

H S

I C

L H

L T

C W

L F

L S

I C

M H

B S

Fabulous Christmas Gift

Contact Pat Kenyon on
(0114) 234 0478

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



Caption Competition

Allan has agreed to mark the Caption Competition and has even submitted his own caption!!!!

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

'After years of saving, a Harewood Speed Hillclimb Driving School place was now almost within reach'

'To others it was a simple, if underused, wallet. But to the venerable Staniforth it was a leather computer designed to predict the bank balances of prospective clients.'

'How much would it take, wondered Allan, to stop Brian Kenyon criticizing his time honoured Harewood cornering lines?'

'Even a tight wad like Staniforth could not resist the attractive young lady's very tempting offer to polish his helmet'

'Having successfully picked the back pocket of the unsuspecting white shirted spectator, the Terrapin Kid counts the proceeds.'

'I'd like to buy Brian Kenyon a drink, but it will mean changing a ten bob note!'

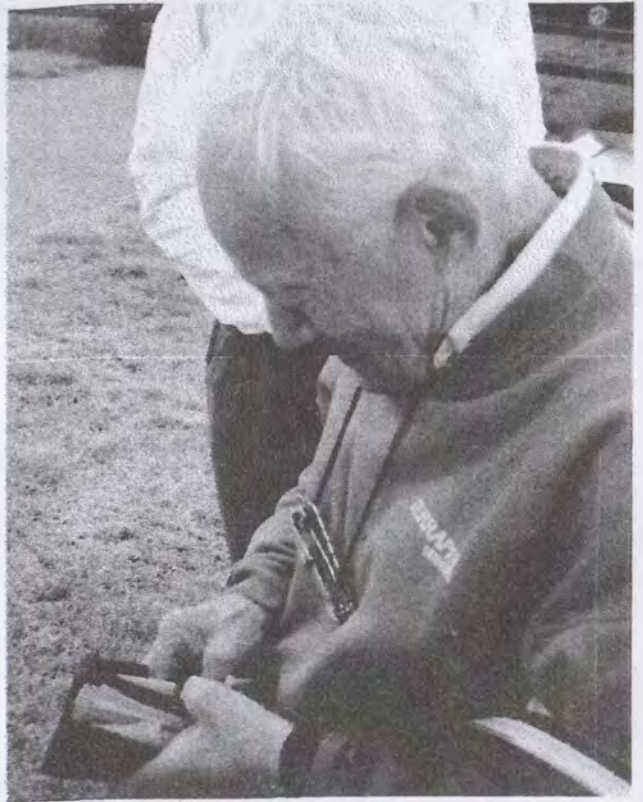
'I'm sure I have a sheet of toilet paper somewhere in here that you can borrow'

'How much is it Brian for a day at the Driving School?'

'I'm sure I'd brought my Identification Card with me'

'Last time I opened this, I bought a Penny Black!'

'It's full of all those new fangled white fivers'



WEB SITE

Why not pay a visit to the Harewood web site?

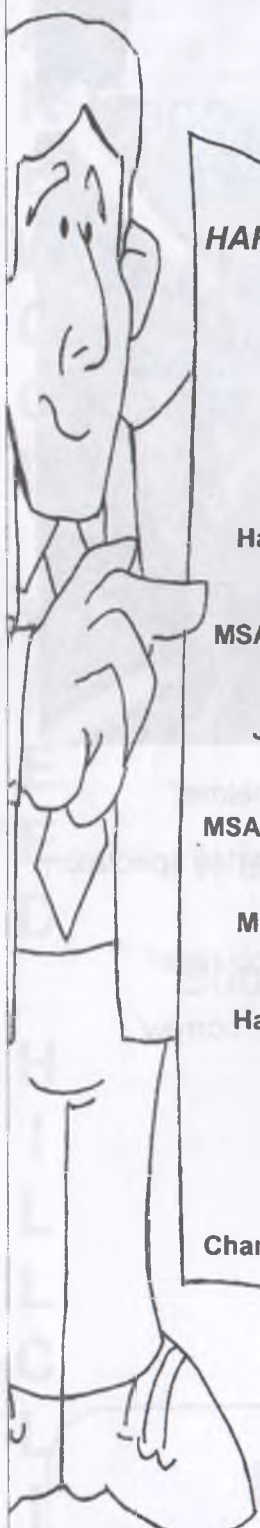
It will give you up to the minute information

During the season it will give meeting results and championship positions

Harewood web site

www.harewoodhill.co.uk

DATES FOR YOUR DIARY



HAREWOOD HILLCLIMB DATES 2002

Practice Day
24th March

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 January 2002 please

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