



# YORKSHIRE CENTRE



BARC

JANUARY - MARCH 2002

Issue No 89

## CHAIRMAN'S LETTER



Dear Member,

First let me wish you all a Very Happy and Prosperous New Year for 2002.

Harewood is waking up after the winter and you will be pleased to know the work to Quarry starts any day but be assured it will be ready for practice day. The new timing is almost fully sorted and a new telemetry system is being added to it before the start of the season. This should all dovetail into Jenny's new results system which will give even more data back to you.

The Control Unit has been to the NEC and then to Les Procter's coach works where Les has very generously allowed his highly skilled team to put all the screens into the pod of the unit which means you competitors can access your data without taking a shower.

You will see when the accounts are published that Harewood had another very good financial result and I for one am delighted about this, you will all by now realise that Harewood has ploughed a great deal of money into the hill, safety and infrastructure over the last 10 years and we will continue to do so.

Together with our Landlords Harewood Hill Ltd we have re-roofed the farm house and created a new fence from the avenue to the cattle grid both of which enhance the look of the site.

Nothing else to add except to say that I look forward to seeing you soon.

Simon

## 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)*

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# EDITORIAL



Dear Member

I am constantly pleading for articles with, unfortunately, very little response. The magazine is your mouthpiece, your way to announce to the world what you've been up to, praise or voice your concerns about Harewood and the Yorkshire Centre. Without feedback, no-one knows if you are receiving the sort of service you require from the Centre. Pick up a pen now, e-mail or fax.

The Driving School is proving extremely popular this year, I have already received many requests for brochures and have taken many bookings. If you are interested in attending one of the earlier Schools, please don't hesitate, book now.

Brian and I were invited to the Ferrari Owners Club Hillclimb Dinner and were presented with their 'Customer Satisfaction Award' for Harewood Hillclimb and the Driving School. It's nice for the Centre's efforts to be recognised. Thank you FOC.

We enjoyed meeting many competitors and friends at the Autosport International at the NEC. We were in attendance for the four days and it seemed a worthwhile exercise to have someone from the Centres representing the Club. Many good contacts were made and much interest was shown in the Hillclimb Schools.

This year is a special year for the Club and the Centre with many anniversaries to celebrate.

BARC	90th year
Yorkshire Centre	80th year
Harewood Hillclimb	40th year

As you will see in the Committee Jottings suggestions to celebrate the occasion will be very welcome. As I understand it, the main celebration will take place at the September weekend but no doubt if required, other things may be slotted into the year.

Thanks to the efforts of Barry Newton, the Quiz is now gaining in popularity. Well done to all involved.

Pat

## Committee Jottings

*Tim Wilson*

Timing system - outlined in the last Times, this system was developed throughout last season and is ready for full trials at the Marshal's Training Day and Practice Day. If you're curious about the masts springing up about the place, the system uses telemetry rather than the conventional underground cables.

Quarry developments - again the details were aired in the last edition. In brief the work involves reprofiling the scenery on the outside of Quarry to improve safety and reduce the amount of car-damaging gravel. The contract has been awarded and the work should be complete this month.

Paddock office - currently being modified to accept the results screens permanently mounted along the rear wall, courtesy of Mellor Coachcraft.

Site upkeep - a significant amount of maintenance work, often unseen, is underway. This includes refilling gravel traps (120 tonnes of gravel!), new armco and tyre walls, new commentary hut, weeding, etc, etc.

Anniversary event - plans to celebrate the 40th anniversary of the first hillclimb at Harewood are being discussed. Any ideas welcome!

Tim Bendelow was invited to the British Hillclimb Championship dinner in January to receive the Moran Motorhomes Marshal Award - well done, Tim.

Motorcycle class - there are many strong views on this subject, but we are planning to run a class for bikes at one event this year.

AGM - don't miss your chance to quiz the Committee!

**PLEASE NOTE:**  
***You must inform Headquarters  
of any change of address,  
if you wish to continue  
receiving the 'Times'***

**THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)**  
**ANNUAL GENERAL MEETING**  
**MARCH 11th 2002**

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds on the 11th March 2002 at 7 30pm

By order of the Committee

John M English

Hon Secretary

**AGENDA**

- 1 To receive and adopt the minutes of the Annual General Meeting held on 5th March 2001
- 2 To receive the reports of: -
  - a) The Hon Secretary
  - b) The Hon Treasurer
  - c) The Hon Competitions Secretary
  - d) The Chairman
- 3 To receive and adopt the accounts for 2001
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 2002/2003: -
  - a) Officers
  - b) The requisite number of committee members
- 6 To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre.

**NOTE**

Under item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre records, if advance notice can be given.

**OFFICIALS FOR THE YEAR 2001/2002**

**OFFICERS (Who retire)**

Hon Treasurer S M Baker

Hon Secretary J M English

**COMMITTEE MEMBERS (Who retire by rotation)**

Simon Clark, David Clay, Mike Shorley, Peter Whittle, Graham Wride.

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 2002/2003

**OFFICERS**

Hon Treasurer S M Baker

Hon Secretary J M English

**COMMITTEE**

The following have indicated their willingness to stand for re-election

Simon Clark (nominated by the Committee)

David Clay (nominated by the Committee)

Mike Shorley (nominated by the Committee)

Peter Whittle (nominated by the Committee)

Graham Wride (nominated by the Committee)

Including these nominations there are a total of **five** vacancies for Committee members and nominations for candidates are invited.

All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

Nominations should be sent to the Hon Secretary

J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the morning of 1st March 2002

## Ghost of Hillclimbing Past....

Hi Pat

I may be the ghost of hillclimbing past, but I always follow the Times and subscribe every year to BARC!

One or two things caught my eye in the last issue (88, October-December). Peter's opening comment on Formula Fords "Whilst the golden days of Harewood Formula Fords are for the moment just a memory..." did indeed bring back fond memories for me. I was there, as you will recall, with the likes of 'such aces as Roger Kilty and Tim Mason'. It was always a battle royal, and along with the likes of John Wilkinson, Jon Collinge, Ken and David Bailey, Mick Moore etc., the spectators and commentators were always guaranteed 100% committed driving.

Well I remember my frustration as Roger seemingly effortlessly set new standards of performance for Tim and I to chase. I remember too the comments Brian used to put in the program. The following are from the 19th August 1990, and 30th September 1990 respectively - I'm sure Brian won't sue me for copyright!

"What can one say about this class? Just like Topsy, it keeps on growing. Twenty seven of them out today! This class is embarrassingly successful, just showing the popularity of cheap open wheel motor sport. With many talented but exuberant drivers you can be sure there will be incidents aplenty. Past record holder Tim Mason, who shares a car with Ian Stringer, has recently changed from a somewhat elderly Merlyn to an up to date Van Diemen so his closest rivals John Bennett and super smoothy Roger Kilty will undoubtedly have to look to their laurels while you can be sure of battles a plenty throughout the rest of the class as people strive for their personal best performance."

"No-one can argue with the fact that the Formula Ford class has been the most earnestly and hard fought class of all this season. No one driver has attained supremacy throughout the year, the pendulum has swung back and forth between the Van Diemen drivers Tim Mason, Roger Kilty and John Bennett. John's superb new record set in August will take some beating but such is the pressure on Championship leader Roger Kilty that he needs to be on record breaking pace while unfortunately the other front runner Tim Mason's Championship aspirations were effectively ruined

with a mid-season problem, although he could perhaps rescue something with a new record."

I'm proud to say that my short course record still stands (I think!), and I see it as a crowning moment of my relatively short hillclimbing career that I managed to beat Roger and Tim.

You never know - I'm getting a growing desire to have another go, and I cannot think of a better class than FF (OK, I'm biased). Records are there to be broken, and the 'new' course record has stood for far too long...

John Bennett

*Hope you return John if only to show there is life in old dogs and we can still rattle a few cages.*  
BK

## NEW DRIVING SCHOOL INSTRUCTOR

*Brian Kenyon*

The Driving School team are pleased to announce it has been fortunate to obtain the services of Roger Kilty. Roger has a long association with Harewood and was the man to beat in the Formula Ford class at a time when it was at its most competitive.

He was Harewood Champion in 1990, FTD Champion in '93 and '95. Seeking a new challenge he moved on to sprinting a large single seater culminating with him winning the National Sprint Championship in '97 and '98.

Roger was the leading driver in the Super Sprint Series winning it in '98, '99 and 2000. The series visited many racing circuits and ran alongside the normal circuit races.

Recently he has been competing in the Boss circuit race series in a large single seater.

He is not new to the Driving School field having instructed at Mallory Park, and now feels that he would like to be involved to help people enjoy and improve their hillclimbing skills.

Roger will be a very valuable addition to our already impressive instruction team

Reading Roger's CV almost makes me feel humble ..... almost, I said!!!



Dear Editor

I was very interested to see the comments about my friend Mike Wilson in issue 88 of the 'Times'. For many years Mike has been involved with the Wakefield Acorn Computer (User) Group, formerly known as the Wakefield BBC Micro Computer Group, and indeed at the time of his death he was actively involved as a co-organiser of the large annual computer show which we host in Wakefield. All the qualities you at BARC appreciated in Mike, including that unfeasibly huge laugh, were put to good use in the field of computing, including email and the world wide web of course. Whereas those who knew Mike in his motorsport days perhaps tended latterly to think of him as a figure from the past, to us he was very much an authoritative figure of the present.

When Mike first became disabled, he attended committee meetings (which were always held on the ground floor), but stopped coming to the actual group meetings as the function room is on the first floor and there is no lift.

However, in time we perfected a technique of transporting Mike in his wheelchair up and down the stairs safely, so he was once again able to attend meetings regularly.

I was a regular visitor to his flat in Morley, from which he would sally forth for miles in his electric buggy. When its range proved insufficient for his adventurous spirit, and having considered adding extra batteries, he finally purchased a new buggy with batteries twice the size. He never liked those linear LED 'bargraph' displays indicating the state of charge of the batteries, so I had to obtain some good old-fashioned 24V moving-iron voltmeters to fit to the buggies instead!

I last visited Mike a few days before his death, and he was full of plans to revamp his front room and relocate all his computer equipment in a more ergonomic fashion. His mind was as sharp and active as ever, and to misquote a song lyric "he lived his days instead of counting his years". Apart from our final goodbyes, Mike's last words to me were "Rick, you'd better bugger off now before I

think of something else for you to do". Now that's typical Mike!

R.I.P. old chum.

Sincerely

Richard Sterry, co-founder of Wakefield Acorn Computer (User) Group

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Dear Pat

I was, very regretfully, unable to get to the memorial service for Mike Wilson. I would therefore like to express my sadness at Mike's passing through the "Times". Mike was a larger than life character, in so many ways. I will never forget the first time I heard his incredible and unmistakable laugh as I arrived at my first competitive event back in 1957, something with which I was to become very familiar during my 30 or so years on the Centre committee and at competition outings.

Mike's enthusiasm for everything motor sport and for the Yorkshire Centre in particular was immense. His drive and energy in pulling together the team, which was responsible for the establishment of Harewood, resulted in one of the country's premier speed hill climb venues. That it gained this status so quickly was, in no small way, due to Mike's hard work both in leading the team and in all the hard work he did behind the scenes. Here, his flair and expertise for things electrical, and later electronic, were an absolute boon to the project and put Harewood at the forefront of this unique branch of motor sport.

I think I am correct in saying that it was Mike who introduced timing by light beam into hill climbing - one example of his inventiveness. His system was triggered by the front tyre and was later superseded by the "Burt" strut, which is now the established standard

A real character has gone, leaving his mark on all of us associated with the Yorkshire Centre during his time in office, but he will not be forgotten.

How about a Mike Wilson Memorial Trophy, to be awarded for an appropriate achievement at Harewood?

Yours sincerely

Jim Johnstone

**FOR  
SALE**

'R' reg Subaru Impreza WRX  
STI4 4dr saloon in Silver.  
Superb condition, 32000 miles,  
no silly mods, just 17"  
Speedlines.

Nearly new Thatcham Cat 1 alarm, air con, CD,  
no nodding dog.

Owned by me from 1998, (the importer was the  
first short term owner), and maintained  
fastidiously, this car, as if you need telling, is  
truly awesome. 280 fully accessible BHP, and  
handling that will leave you shaking your head  
in disbelief. Reputedly 0-60 in under 5 seconds  
and with mid range grunt that few road cars can  
live with, this car has the biggest grin factor I've  
ever come across.

Downsides? Eye watering insurance, and it  
likes fuel. But for a car that you will ALWAYS  
enjoy driving, and is immensely practical, there  
is none better. Oh, and it is ludicrously reliable -  
but that's Japanese for you.

Steal it from me for about £12,500, or do me a  
swoppy deal with something like a turbo diesel  
306, or similar.

**01924 412123 after 6.00pm or 01924 367255  
during the day.**

**John Bennett**

**FOR  
SALE**

*(on the instructions of the  
wife!!)*

Hewland Mk8/9 X-flow  
bellhousing  
gear linkage c/w 2# univ jts  
inboard brake discs (pair)  
big 4th gear (24/26)

single seater  
dry sump tank c/w fittings (5 port) Swirlpot/  
header tank  
X-flow exhaust manifold, 4:1 (needs collector)  
Springs: 475 x 7", 480 x 6" (2 1/4 id)  
Adj anti-rollbar (blade c/w rod ends)  
Lucas Opus amp, ballast and coil#Elliot LC80  
rev counter (9k x 4 cyl)

**Tel 01949 81331 (eves) for info and a haggle**

**FOR  
SALE**

**MALLOCK (MARYK)  
CLUBMANS RACE CAR**

1700cc dry sump  
X flow engine just freshened  
Quaif box, slicks, wets, full  
spares

Car is eligible for Classic Clubmans

Uses - sprints and hillclimbs

Ex-Deryk Young Sprint Leaders Championship  
winning car

Consistent 59 second class runs all season at  
Harewood, plus many other class wins

Car to be sold with twin axle indespension  
trailer, new tyres, lights, winch and wheel rack  
Superb ready to race car and trailer package

**£5500 ono**

Contact Steve Dunn

Home: 01535 218814

Mobile: 07855 329503

**FOR  
SALE**

**HILLCLIMB MINI**

(Harewood regular in 2000)  
1380cc med race engine, slicks,  
full cage  
Class winner

Lots of spares

**£3000 ono**

Call for full spec

Alastair Bowden

Day: 07971 006014

Eve: 0161 905 3341





## MSA AWARDS DINNER

*Tim Bendelow*

I have been invited to attend the MSA Speed Championships Award Presentation at the Chateau Impney Hotel in Droitwich Spa on Saturday 12th January 2002

There is a marshals/officials table for those who have officiated at venues other than their own in support of the MSA Hillclimb Championship. I did the two Harewood rounds plus the two Channel Islands rounds at Bouley (Bully to the locals) Bay on Jersey, and Le Val des Terres (Guernsey) in July.

**Post event update**

## 2001 MORAN MOTORHOMES MARSHALS AWARD

*Tim Bendelow*

To make a weekend of it, we took in the Autosport Show at the NEC with Friday accommodation in a Travelodge.

On arrival we headed for the BARC stand. The Yorkshire Centre Paddock Office looked resplendent after its clean up and with the additional woodwork (for office space) around the front. I chatted to Pat and Brian on the stand amongst some of the BARC staff and other centre officials. We moved onto the Live Action arena for a mixture of rally, grasstrack, circuit and oval cars, plus motorbikes.

Eleven F1 stockcars were worth watching - big block Chevy engines in a long wheelbase chassis with what look like wardrobes on the roof, tearing around a slippery concrete floor arena lined with concrete blocks.

I bumped into a familiar face from a few years ago - Andy Norfolk, 'Sqealy' to his fellow marshals and competitors, when he pedalled (slowly) a purple MGB up Harewood and other northern hills. Andy's

into grasstracking now, Vice-President of White Rose GTC and building a Class 10 car (a 2 litre, rear engined, single seater). He gets his leg pulled by his club mates at White Rose (no change there then!).

After the show, a gentle run to Droitwich Spa and a quick tour around the area prior to checking in at Chateau Impney. Returning down to the lounge I met up with three marshals from Shelsley Walsh. I'd worked with them at the MAC 100 Celebrations last August; they helped me after John Moulds' incident on the Sunday morning.

A couple of hours relaxing prior to the dinner and guests arriving all the time. Faces included Steve and Lynn Owen, Trevor Willis, Christian Mineeff and Martin O'Connell, new Champion Graeme Wight Jnr, Tim Thomson and BTCC driver James Kaye.

After dinner the prize presentation began with the Y Gelli Book Auctions Challenge Trophy to Martin Groves (Atol and Simon Durling's Gould). Next the Power-Mec Hillclimb Leaders Champion - Paul Haines (Mallock), MDS Trophy (for merit and endeavour) Jim Robinson, and the Tran-X British Hillclimb Champion - Graeme Wight Jnr (Gould) In the midst of all this, the Moran Motorhomes Marshals' Shield (for services to the sport, voted for by the drivers) - Tim Bendelow, having officiated at the two Harewood rounds and the two Channel Island rounds (these were worth visiting even if the Guernsey round was wet)

Helen Moran presented me with the shield and replica and photos were taken. On return to the table I was congratulated by a number of the assembled guests. An enjoyable evening and worth the drive down to the Chateau Impney Hotel in Droitwich Spa. A leisurely return ensued on the Sunday



*Helen Moran presenting Tim with the Moran Motorhomes Marshals' Shield*

*Photo: Jerry Sturman*

# MOTORING MASTERMIND

*Quiz by Barry Newton*

Dear Pat

I managed to find time over Christmas to mark the Quiz and was delighted that we had so many responses, and indeed from far-afield and participants who have not responded previously.

It does make it worthwhile to have such an enthusiastic response. I am enclosing a photostat copy of Chris Mason's replies as they are fairly comprehensive and 100% correct, and I am happy to declare him the winner. John Green, one of our regulars, is in his slipstream at 19 points, and Geoff Harrison at 18 1/3rd marks, out of John's slipstream and almost ready to overtake. Our regular contributor Tony Hodgetts gets an honourable mention at 18 points, having tripped-up over questions 4 and 5 in the Pot-Pourri section, although I was tempted to give him a bonus for the depth of his knowledge on those which he got right, and for the colourful anecdotes which make the marking of the Quiz quite rewarding. Well done to all our competitors.

If we could sustain interest at this level then it might be worthwhile having an annual Quiz prize or perhaps a literary prize for the most consistent and worthwhile contribution to the Gazette (necessarily that we should have to ignore the Editor who is obliged to put in a regular appearance!). Views and comments invited.

Yours sincerely

BARRY NEWTON



## Quiz Answers Women Drivers

- 1 a Sheila Van Damm  
b Windmill Theatre, London
- 2 a Pat Appleyard  
b NUB 120
- 3 Maria-Teresa de Filippis
- 4 Christabel Carlisle
- 5 a Pat Kenyon  
b Hopkinson
- 6 a Pat Moss  
b Brother Stirling and husband Eric Carlsson (pre-Eric she also had a famous boyfriend: John Sprinzet, and her father Alfred was quite well known, so how about a bonus mark here.
- 7 Michelle Mouton
- 8 Patsy Burt
- 9 Giovanna Amati, although she reputedly later scored with both Flavio Briatore and Niki Lauda
- 10 Gwenda Stewart @ 135.95 mph on the Outer Circuit

## Pot Pourri

- 1 Brough
- 2 Cliff Allison
- 3 1952
- 4 a New York City, Restaurant - plus bonus for the correct Le Chanteclair spelling?  
b Ren'e Dreyfus  
c Bugatti (although significantly Maserati, Alfa Romeo, Delahaye)
- 5 Guerrino Bertocchi
- 6 Alf Francis, real name Alphons Kovalaski
- 7 Rudolf Uhlenhaut
- 8 White Mouse
- 9 a Romulus, Remus and Hanuman  
b EPA B and (Hanuman) B/C Type
- 10 a Philippe Etancelin  
b Talbot-Lago T26 c Phi-Phi

***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!***



# MOTORING MASTERMIND QUIZ

## NAMES

### COLOURS

Why did the "Silver Arrows" become silver rather than the racing white of Germany according to motor racing legend.

What is the national racing colour of-

- (i) Siam
  - (ii) USA
  - (iii) Belgium
  - (iv) France
- 1/4point each

What do the following flags signify:

- (i) steady yellow - *wasp approaching me*
  - (ii) waved yellow - *opposite way*
  - (iii) waved blue - *overtake*
  - (iv) steady white - *Italy*
- 1/4point each

What colour were the usual crash helmets of-

- (i) Stirling Moss
  - (ii) Juan Fangio
  - (iii) Luigi Musso
  - (iv) Alberto Ascari
- Black + white (all)*
- 1/4point each

What colours were the racing cars of-

- (i) Richard Seaman (not the works Mercedes) *Saltiship Grey*
  - (ii) Whitney Straight *Any but pink*
  - (iii) Count Carel De Beaufort
  - (iv) Rob Walker *steel*
- 1/4point each

Name the owners of two Ferraris which raced in British Racing Green. 1/2 point each

- (i) To what colour did the works Dino Ferrari change in the 1958 Belgian Grand Prix and (ii) who drove it
- Ray Charles + Steve Wender*
- Monseigneur Chandon*
- 1/2 point each

(i) What was the colour of Nuvolari's tee-shirt

(ii) What motif did it carry on the front

What best describes the shade of British racing green of the following teams:-

- (i) Jaguar *lingerie patterned jade*
  - (ii) Aston Martin *very expensive green*
  - (iii) BRM *long gone grass green*
  - (iv) British Racing Partnership
- 1/4point ea

(i) Which was the first year of coloured advertising/sponsorship on formula one cars.

(ii) Which Company in that year was main sponsor of Lotus -

*Gustaf water*

1/2 point each

1. From what name does TVR derive

2. (i) What do the initials DB stand for (not the French manufacturer)

(ii) What did his company make (apart from cars)

(iii) In which West Riding town was the product made

(iv) Where were the cars made until approximately 1960 -

(i) Name the Spanish Count whose accident was responsible for the stopping of the Mille Miglia.

(ii) Who was his Co-driver killed with him

4. Which larger than life figure raced Bentleys, won at Harewood and captained the English bob-sleigh team.

5. Which rotund little Frenchman usually started the French Grand Prix at Reims.

6. The Reims circuit until the mid 50s passed through a village with a champagne house on the exit from the hairpin. Name it. (the Village)

7. (i) Who as a young student was the first Briton to win a major Grand Prix in a British car

(ii) When

(iii) Where

8. (i) With what make do you associate Doretto

(ii) What was its power unit

9. Who styled the incomparable D-type Jaguar

10. Who:

(i) founded Autosport

(ii) wrote as DSJ

(iii) wrote "Touch Wood"

(iv) wrote "All arms and elbows"

# 2002 HAREWOOD DRIVING SCHOOL

## What can the School do for you?



Improve your times

Emphasise the use of the correct line

Help correct any bad habits you may have acquired over the years

Show the importance of carrying speed through the corners

Improve your understanding of the technique of hillclimb driving

Ensure you have a damn good day out and above all else, enjoy yourself

## To dispel any myths or preconceptions about the School

We do not patronise

We do not put people down

Our sole aim is to improve your skills

**If** you doubt any of the above, check us out with many past School attendees who have gone on to win championships, set FTD's or have improved their times dramatically

Thursdays

April 4th      May 2nd

May 30th      August 15th

**Fabulous Birthday Gift**

Contact Pat Kenyon on

(0114) 234 0478

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



## MIKE WILSON

I have been requested to hold back on the major obituary to Mike and it will be published at the time of the 40th Anniversary Meeting in September - The Mike Wilson Memorial Meeting. A suitable tribute to a man greatly involved in the formation of the Harewood Hillclimb and a leading figure for so many years in the Yorkshire Centre.

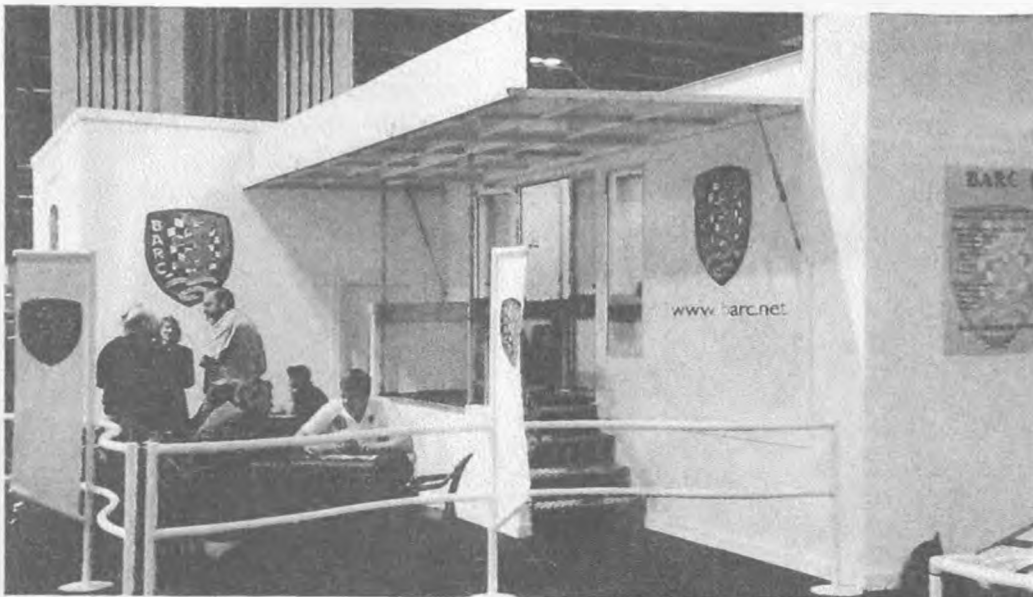
For many years Mike was a great friend of Tommy Wise. His daughter, Nikki, is presenting a trophy to be called the 'Tommy Wise Trophy in Memory of Mike Wilson'. This trophy will be awarded to the Yorkshire Centre member deemed, by the committee, to have 'contributed most to the spirit of the Club' ie team spirit and companionship.

## CAPTION COMPETITION

The Caption Competition, featuring Allan Staniforth with wallet in hand, produced many amusing entries. Allan was asked if he would judge. Unfortunately, he picked out the ones that had been submitted by the editor and her husband. Fearing shouts of 'fix, fiddle and cheating', we invoked Rule 4 and declared the winner to be, yes, you've guessed it, the man himself, Allan.

His caption was 'I'm sure I have a piece of toilet paper in here that you can borrow'. The word 'borrow' provided many vivid flights of imagination and we wondered what the returned item would be like.

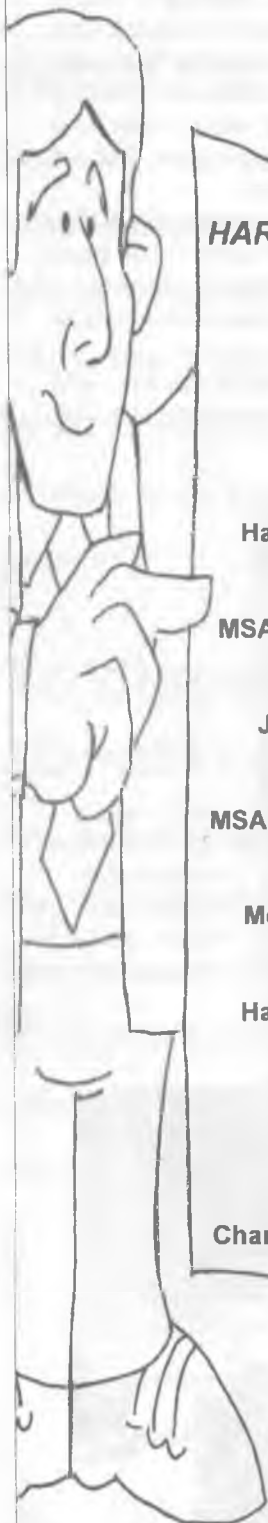
Allan's thinning thatch will be protected in the year 2002 by one of the Club's wonderful baseball caps - if we can find one to fit!!



*BARC stand at the NEC (Yes, it is our Paddock Office!)  
Photos: Chris Seaman*



# 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

**19th April 2002 please**

Mrs Pat Kenyon, 'Hillside',  
West Lane, Holdworth, Loxley,  
Sheffield, S6 6SN  
Tel & Fax (0114) 234 0478  
or Tel (0114) 285 1114

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

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



### BARC YORKSHIRE CENTRE COMMITTEE 2000/2001

CHAIRMAN  
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#### COMMITTEE

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Tim Bendelow  
Don Burt  
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David Clay