



BARC

YORKSHIRE CENTRE

APRIL - JUNE 2002

Issue No 90



CHAIRMAN'S LETTER

Dear Member



We have started the season well with the first meeting attracting one of the best crowds we have had at Harewood for over 20 years. I was also delighted that we were able to attract some of the MSA Championship contenders to the round.

Many of you will have seen the new timing display in the rear of Control and our thanks go to Les Procter for his generosity in executing this work so well and at his own expense.

We have held the AGM, which went off without a hitch, and we were able once again to announce a good profit and also the plans we have for reinvestment. The main expense on the horizon is the scraping and resurfacing of the old course which we feel will need to be done within the next 2 years to maintain the quality of product we aspire to offer at Harewood

You will be delighted to learn, I hope, that BARC has acquired the shares of Guyson and Tim Thomson in Harewood Hill Ltd. This effectively means the club can appoint 3 out of 5 Directors and owns over 50% of the shares, however it is important to stress that it does not wish to abuse this position but it will allow us more influence over the direction of development of the site. Should any 'A' shareholder have any concerns over this situation please ring me.

Finally I am pleased to advise that the Ashes of Mike Wilson were scattered at Harewood recently before a gathering of many of his old friends and I was delighted the club was able to help in this regard.

Enjoy the season.

I look forward to seeing you soon.

Simon

WEB SITE

Why not pay a visit to the Harewood web site?

www.harewoodhill.co.uk

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Dear Member

Entries Secretary's plea - please read your Harewood Regulations and Entry Form Book. Many of the phone calls I receive could be answered if people took the time to read this publication but it seems that many seem to take the easy way out and ring me. Please enter ALL your details on the entry form regarding class, licence number etc. I get a number with this or other important information missing.

I still need people to help me produce an interesting club magazine so please pick up your pen or attack the keyboard with anything that you think might interest fellow club members. Remember variety is the spice of life and although I have a few 'old faithfuls' who help out regularly, I still need new people to write for the 'Times'. Please support Barry Newton's quiz, which after a slow start has picked up momentum and is now becoming popular with more of our members. This month's is, dare I say it, aimed at our more mature members, as even I know quite a few of the answers.

We have just completed our first two Driving Schools and first competitive event. The Driving Schools were almost fully subscribed - many people expressed their concern regarding the weather in April and early May, needless to say we had beautiful days and no rain. Just because an event is early in the year doesn't necessarily mean that it will be blighted by bad weather. Our first event had one or two of the British Championship big single seater drivers using the event as a shake down for the forthcoming May meeting. Yet again we had good weather and completed a very successful event.

The committee's decision to change the date from Easter seemed to be vindicated. This, alongside the extensive publicity drive that I always execute before an event, bore fruit - we had one of our largest crowds for a long time. Many of you will no doubt have seen the latest pre-event snippet on BBC Look North 'What's On' regarding the events of 11th and 12th May so hopefully yet again we can look forward to good crowds.
Pat

Tim Bendelow

Class 5 Caterham driver and former Harewood marshal Adrian Martin is now the proud father of child number three, as the new daughter (sorry Adrian, I didn't catch her name as we chatted) was born over the winter. Congratulations to Adrian and his wife.

Regular Class 3 runner Malcolm Pinder was having fun in youngest son Daniel's Vauxhall Nova on Sunday. Having sold the Subaru WRX he did not want to damage it the week before the new owner collected it, so transferred his entry to the Nova. Fifth in class behind the regulars was the result.

Croft Sprint - Monday 1st April

A number of Harewood regulars were out at the first round of the greenguages.com British Sprint Championship. Dave Kitching took Class 5b (up to 1100cc racing cars) in the I KON Jedi whilst Martin Vesty (OMS) and David Brewis (Megapin) also ran in the racing car classes. Local man Peter Herbert, along with Tom Whittaker and Robert Warwick were out in their Westfields, and the Dwarf Chevy of Paul Ebdon also appeared. The event was won by Tony Eyles' Lola T90 3.5 litre taking a BTD of 72.21seconds.

Annual Harewood Competition

This is a last call for potential competitors in the Harewood Awards. Any official/marshal/competitor who is a Yorkshire Centre member, wishing to be involved, please let me have your completed form prior to the start of the May meetings

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



BARC YORKSHIRE CENTRE



Following last year's reunion, a few of us have wanted to establish a small archive of the Centre

Firstly, the most important part would be to complete a full set of Yorkshire Centre circulars. We currently have 181, which we would be happy to make available to old members.

We would like to have a full set of programmes/results (photocopies?) of all the local events.

We also have quite a collection of photos taken over the years which we thought could be put on a board in the Club House at Harewood. Any other suggestions would be gratefully received.

60 MISSING/WANTED BARC YORKSHIRE CENTRE CIRCULARS

1955 1956 1957 1958 1959 1961 1962 1963 1964 1965 1976

1955 All

1956 All

1957 Jan, Feb, March, April, May, July, Aug, Oct & November

1958 Jan, Feb, June & August

1959 Jan (not printed April-October)

1961 Nov

1962 Jan, Feb, March & April

1963 Feb, March, May & October

1964 Jan, Feb, June, July, Aug, Sept, Oct & November

1965 Jan, Feb, March, Nov & December

1976 Finished March 1976?

ALSO WANTED PROGRAMMES/RESULTS (Photocopies)

Burtens Sprint

Catterick Hill Climb & Race

Full Sutton

Rufforth

Castle Howard

Harewood

Scarborough

if anyone has copies of the above which they would be willing to donate or lend for copying, we would be most grateful if you would contact either:-

John Holroyd
52 Lower Lane
Little Gomersal
Bradford
BD19 4HZ
01274 870913

Tony Hodgetts
East Fold
17A Eastgate Close
Bramhope
Leeds
LS16 9AA
01132 842375

Tony Bancroft
Sandy Beck Farm
Grassington Road
Skipton
North Yorks
BD23 3LD
01756 791523



HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP



Harewood Championship

FTD Championship

P	Cl	Driver	Total	Rd 1
1	1	Geoff Goodwin	18.08	18.08
2	1	Clare Sullivan	16.89	16.89
3	2	Bobby Fryers	16.72	16.72
4	6	Andrew Ball	15.95	15.95
5	3	Jonathan Mounsey	15.92	15.92
6	4	Robert Bellerby	15.89	15.89
7	J	James Blackmore	15.81	15.81
8	J	Tim Wilson	15.24	15.24
9	9	Andrew Henson	15.18	15.18
10	I	John Chacksfield	15.10	15.10
11	4	Tony Brumfield	15.02	15.02
12	9	Trevor Jackson	14.99	14.99
13	5	Malcolm Dungworth	14.89	14.89
14	1	John Tooby	14.74	14.74
15	K	Steve Owen	14.60	14.60
16	I	Andrew Greaves	14.57	14.57
17	5	Matthew Sutcliffe	14.05	14.05
18	I	Dave Banner	13.64	13.64
19	L	Roger Kilty	13.61	13.61
20	5	Richard Vale	13.51	13.51
21	8	John Green	12.83	12.83
22	6	Phil Short	12.58	12.58
23	4	Mike Smith	12.34	12.34
24	4	Robert Warwick	12.09	12.09
25	5	Adrian Martin	11.75	11.75
26	4	Oliver Heselton	11.23	11.23
27	K	George Bleasdale	11.22	11.22
28	K	Lynn Owen	11.16	11.16
29	K	Jonathan Rhodes	11.02	11.02
30	2	James Kerr	10.29	10.29
31	8	Chris Mason	9.74	9.74
32	6	Stuart Bailey	9.50	9.50
33	J	David Chambers	9.42	9.42
34	I	Mike Fitzsimons	8.99	8.99
35	F	Les Procter	8.63	8.63
36	6	David Coulthard	8.28	8.28
37	K	Ian Thomas	7.16	7.16
38	3	John Slater	6.42	6.42
39	1	Colin Ellenden	6.35	6.35
40	2	David Kelly	6.07	6.07
41	6	Michael Bailey	5.87	5.87
42	C	Roger Coulse	4.89	4.89
43	1	Peter Webster	4.82	4.82
44	4	Harry Wild	1.80	1.80

P	Cl	Driver	Total	Rd 1
1	L	Roger Kilty	10.00	10.00
2	K	Steve Owen	9.00	9.00
3	J	James Blackmore	8.00	8.00
4	J	Tim Wilson	7.00	7.00
5	I	John Chacksfield	6.00	6.00
6	I	Andrew Greaves	5.00	5.00
7	I	Dave Banner	4.00	4.00
8	K	George Bleasdale	3.00	3.00
9	K	Lynn Owen	2.00	2.00
10	K	Jonathan Rhodes	1.00	1.00

HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP

The championship positions printed in the results were not all correct.

Please be sure whether you have entered the championship or not before placing a tick in the championship box on your entry form.

The above positions are correct but if you feel there are any errors, please contact Graham Wride on 0113 258 0274

HAREWOOD CHAMPIONSHIP - A ONE HORSE RACE?

Brian Kenyon

Judging from the emphatic way that he started the season, only brain fade or mechanical failure would seem to be able to stop Geoff Goodwin achieving back to back championship wins.

Yes, I know it's early in the season but it is difficult at this time to see where a challenge will come from. As I have said many times in the past, Class 1 seems to be the class in which to win the championship. This is borne out by the superb 2nd place in the championship held by last year's Ladies Champion, Clare Sullivan.

I have been told by some that there are various 'soft' records available at Harewood. If this is the case, I would expect a spate of record breaking although I think it is highly doubtful.

May I humbly suggest to those who haven't attended that they try the Driving School, for almost without exception, improvements have been made to drivers' competitiveness after they have attended.

Remembering the tense battles in the past, I will be highly disappointed if the Championship is decided half way through the season.

Ladies Championship

P	Cl	Driver	Total	Rd 1
1	1	Clare Sullivan	16.97	16.97
2	K	Lynn Owen	11.16	11.16



Dear Pat

A notice on the front of the last Centre 'Times' reads 'why not pay a visit to the Harewood web site. It will give you up to the minute information on meeting results'. Similarly a note in the programme for the 14th April Spring National says 'After today's event get full results from the web site'

I have only recently been dragged kicking and screaming into the world of the internet and have just acquired the hardware so to do. Armed with this new toy I visited 'harewoodhill.co.uk' just after the club's 14th April meeting - no results to be seen.

I write this letter on the 24th April and still no results. The web site tells me about 24th March Practice Day and who will be competing on the Spring National meeting.

I understand that HQ are responsible for updating the site but Harewood is the heart and soul of the Yorkshire Centre - as Yorkshire as Dickie Bird and puddings. Why don't we do it?

I'm a new member who has been in the wilderness for some years but in my previous life I remember turning the handle of the old duplicator in the control bus some 20 minutes after the last runs - results so fresh they blackened your hands.

I was going to e-mail this letter but I think I will go down to the post box.

Now who the heck are Consignia?

Les Thurkettle

Response to Les Thurkettle's letter

The Centre Committee always take any complaint or criticism seriously. The information in the Times and in the Spring Meeting programme was published in good faith, but the updating of the web site is not in the Centre's hands. In fact the Harewood site is part of the BARC site and is the responsibility of Headquarters staff who are few

in number and have a heavy work load. Representations have been made to Headquarters and we expect that the site will be updated on a more regular basis in future.

A limited number of copies of the results are always available in the paddock office at the end of every meeting and every competitor is mailed a copy within days of a meeting.

ps. I also remember the days of the Gestetner, when the results were dirty, of poor quality and, let it be whispered, contained frequent errors!

J Richard Hardcastle (vice-chairman)

Dear Pat

Although still falling well short of the absorbing read the journal of Britain's premier motor sporting club should be, 'Startline' is without doubt, an improving publication.

However, it is a disappointment that Yorkshire Centre news is, with increasing frequency, absent from 'Startline' pages.

With an ever improving hillclimb course, a highly successful drivers school, an enthusiastic membership that includes a number of talented competitors, hardworking organisers and marshals, and its own lively magazine, surely the Centre deserves national BARC recognition, particularly as other Centres receive wide regular coverage.

The committee's view would be of some interest, as it is difficult to imagine that its members can be entirely happy with this situation.

Regards

Peter Herbert

**FOR
SALE**

MITSUBISHI E5 GSR

For sale due to retirement - and under instructions from my boss (Sue)!

A fantastic opportunity to purchase the 'Yellow Peril'

Current Class 3 record holder at many venues including Harewood, Harewood Championship runner-up in 1999, Longton Championship winner 1999. Fresh engine mid-2001 with new E6 pistons, special rod bolt etc.

HKS head gasket, Gems management (programmable), Proflex tarmac suspension.

Unused since overhaul

With all spares including 16 compomotive wheels plus tyres.

This car has served me well and is in immaculate condition - a true winner!

Viewing essential to serious parties only

£24,000 or sensible offers

Tel: Richard Hargreaves on
01729 822778 or 07967 188727

**FOR
SALE**

DAX RUSH 4x4

Well known highly successful car

John Noble Cosworth engine, 3 Bar Map sensor

-31 actuator, Green injectors, Special Chip Plasma coated brake discs with appropriate Ferodo pads

Fully road equipped with full weather protection available

Spare gearbox, front & rear diffs, wheels, tyres and lots more

Personal reg no not included

Ready to win again, track days or frighten Granny silly on the road

£16,500

Please contact Malcolm Dungworth on
01422 651508

Or mobile 07714 212030 for full details

**FOR
SALE**

Superb example of the road going version of the most successful racing saloon ever.

1988 BMW M3 EVO II.

Immaculate in Macaw blue, low mileage, full history

Alarm, music, air conditioning

Recent tyres, exhaust, battery

Road use only, pampered toy.

Make every trip to the shops like a trip around the 'ring

£8995

Three sets of 17 inch slicks and wets. Some new, others barely used.

Suitable for speed events, cool short races, track days.

Half new price

Set of forged Ford Cosworth BDH 1300cc pistons and rods.

Offers

Tel: Peter Herbert 01325 377125 (H)
0191 301 8723 (O)

**FOR
SALE**

SPA-Judd Sports Racer

The quickest Hillclimb and Sprint sports racer in the country is for sale.

Fully re-engineered by Gould Engineering, this car has every conceivable go-faster bit fitted!

Aluminium honeycomb SPA tub with ultra-lightweight all-carbon body. Judd CV 3.5 litres, completely fresh. Zytech Management with ultra-wide torque band. Carbon exhausts and wings.

Comes complete with large spares package, including many gear ratios, three sets of cast magnesium wheels and three further sets of split rims. Numerous tyres, including one set just one run old Spare drive shafts, joints etc. Complete spare body and splitter plus all body moulds.

Completely re-built after last season, and in perfect condition, this car is a consistent run-off qualifier and holds numerous sportscar records.

For sale due to retirement.

£49,950.

Call Christian Mineeff on
01477 571488 (home)
or 01773 835721 (office).

MIKE WILSON 1922 - 2001

An appreciation from Bob Soper.

Many people in the Yorkshire Centre today will have no idea who Mike Wilson was since it is now many years since he was our chairman, mentor and guiding light. I say to you that you are poorer for this since here was a man of ample physique who towered above all of us who had the privilege of knowing him as a friend, sitting on the same committees or just joining him at the myriad number of events organised by the Centre during those golden years of the fifties, sixties and seventies.

Mike was an Old Leo having been a pupil of Leeds Grammar School and, after a distinguished career in the Royal Signals in India during the war, came home as a Major to join his father - the

is available from the Centre offices. It is also difficult to over emphasise just what an influence the Wilsons, father and son, were to have on both the club and those about them. Without doubt there would be no Harewood Hill Climb had Mike not pushed things through in the early years. For many years he was the editor of 'The Yorkshire Centre Circular' where his wit and brilliant writing skills made it the number one read for motoring enthusiasts all over Britain. The reunion lunch - 'Old Farts Reunion' as Mike used to put it - each year just before Christmas is always oversubscribed by friends who got to know each other during the Wilson years. All agree that we are together again because of Mike.



You can almost hear the laugh as Mike sees the funny side of Chippy Stross paying due homage during a Shell prizegiving at Harewood c.1970. (Bob Soper)

legendary C D Wilson - in the family business and to follow him as the driving forces behind this great club. From less than fifty members in 1945 they built it up to have well over 1000 during the great decades that saw the club celebrate 60 years and the Yorkshire Centre 50.

It is very difficult in a few lines to do justice to him and to that end a small booklet has been produced to give a far better impression of him. This

This is being written just after the funeral of the Queen Mother in April and, whilst she had another twenty years on Mike, their lives were in many ways parallel. Both lived life to the full. Nothing would get them down especially in later life. When Mike could no longer drive he bought an electric wheelchair on which he would cover prodigious distances aided by helpful people who kept batteries freshly charged for him. They

shared a wicked sense of humour and Mike was able to see the funny side of most things. When he did it triggered his incredible laugh that was to render Ken Dodd speechless at the Batley Variety Club (another institution long gone) and make Bud Flanagan offer him free tickets whenever the Crazy Gang were in town.

Few will forget the social side of the club in those days. The club nights, the film nights at Bramley Liberal Club where he showed the latest Castrol films of motor sport - many shot and produced by himself, the hilarious evenings spent at Scarborough for the rally and hillclimb, the evenings away at Goodwood, Aintree, Oulton Park etc., where the Yorkshire Centre ran the paddock and the momentous time when he took the team from the Centre down to Blackbushe in Surrey to organise the very first Drag Race meeting in the UK featuring the latest American machines. Then there were the Annual Dinner Dances at the Queens Hotel in Leeds where everyone with a trophy to collect from FTD at a Harewood National down to a third class award in a club night would attend. A current singing star was always booked but the class act was Mike doing a duet with Harry Mason, our long term Hon Secretary, where, to a popular current tune they would pull to pieces all

the latest offerings from the motor industry plus politicians and anyone else that came to mind. His version of 'The Death of Nelson' was a sight to bring tears of laughter to us all. Little of this would have happened without MSW.

MIKE'S ASHES

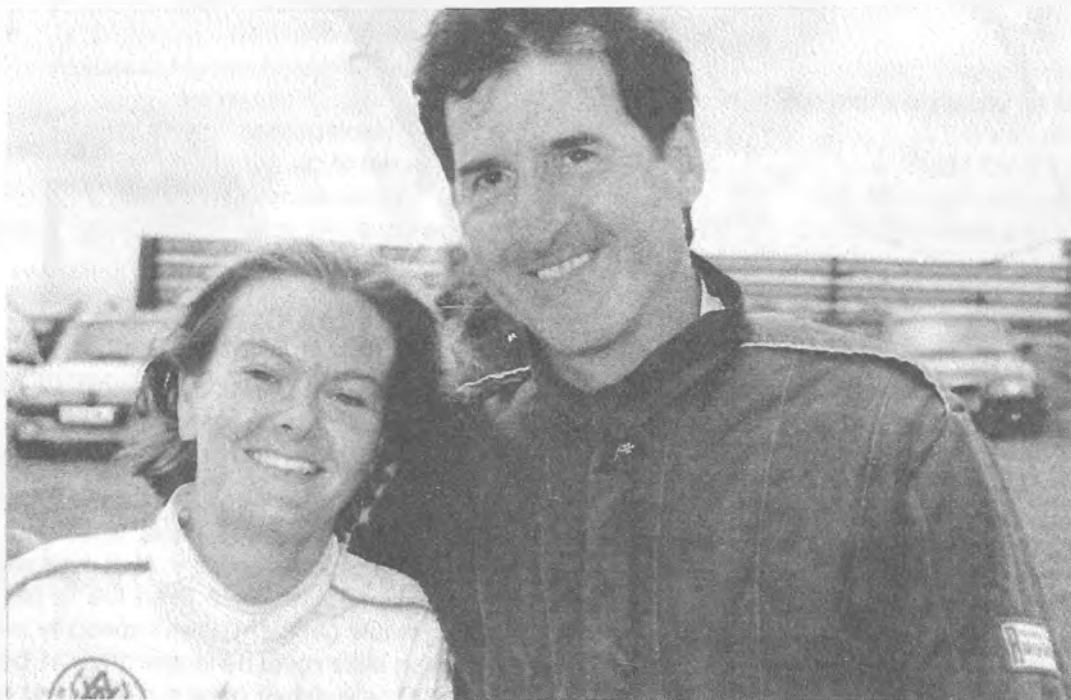
Recently a group of Mike's friends gathered at Harewood to scatter his ashes. The place chosen was the site of the old control bus - now marked by the concrete plinth at the edge of the hillside in the grass paddock.

After a few words from John Holroyd, he, Nikki Wise and Harry Mason completed the ceremony so Mike has returned to his spiritual home, Harewood Hillclimb, the scene of his great passion.

To all who knew him the echo of his laugh will ring round the Harewood paddock for ever and who can forget the prizegivings which Mike conducted with great aplomb for no matter what the weather, the event always ended on a high note with Mike at the helm.

From all his admirers, goodbye old friend.

Pat & Brian Kenyon



Class 1 domination - Geoff Goodwin and Clare Sullivan have taken an early stranglehold on this year's championship. Photo: Pat Kenyon

MASON BUILDS FIRM FOUNDATION FOR CONSTRUCTIVE SEASON

Peter Herbert

Suddenly it's Spring. All those long cold evenings in the garage, parts that didn't arrive but when they did would not fit, and an ever increasing pile of cheque stubs are quickly forgotten. Helmets are donned, seat belts tightened and engines coaxed into life.

When Stockton Farm's gates were thrown open on Sunday 14th April for the first Harewood Hillclimb of the 2002 season, a full field of sensation seekers was greeted by several new features. New fencing, a bank of computer screens displaying ascent times and a Quarry Corner run-off area.

Fine sunshine graced morning proceedings but as the day progressed dark clouds and an Antarctic breeze kept the sun tan cream on hold.

With the British Championship yet to begin and two rounds to be held at Harewood, several protagonists made an early visit. And it was former hill Formula Ford runner Tim Mason who claimed the Andrews Brothers Trophy with a very respectable 53.77s FTD aboard the Gould GR37 shared with Tim Coventry.

Class runs commenced with four Reliant Club combatants and Jeremy Cunningham was never seriously challenged. The St Albans based Scimitar GT was almost six seconds clear of Peter Brown's Scimitar 5A, while Alan Furness was a game third in his Scimitar GTE.

Harewood classes opened with 1400cc Road Mod. Saloons and Sports and defending hill champion Geoff Goodwin was in fine form, holding off early leader David West's Cooper S to take a 0.87s win with a second run time inside his own class record. The Sheffield Midget driver now heads this year's Harewood Championship. Clare Sullivan's Mini was a good third ahead of the Innocenti of Mike Cooper. Sole early season representative of the Racing Pinders was father Malcolm who finished fifth questing in son Daniel's Nova.

The 2 litre division saw a close scrap between David Marshall's Peugeot 205 GTi and Bobby Fryers' Clio Williams and it was the Pug that got

the nod, 0.65s to the good. Iain Ball's Escort Mk1 chased hard, with co-driver Adam Warren fourth.

Mike Johnson's Porsche 911 set the early unlimited class pace but a big effort by last of the Settle Sierra Set Jonathan Mounsey put the Sapphire Cosworth in front by 0.64s. Fred Currell made the journey from the midlands worthwhile by bringing his Audi Quattro home third ahead of 'Yorkshire Times' quiz master Barry Newton's Porsche 911.

TVR cars of a road going persuasion was the scene of a win for Moulton solicitor Simon Cole, his 350i rumbling to a convincing 1.34s triumph. Newcastle surgeon Matthew Oakley recovered from a first run spin to drive his Cerbera into second



Anyone interested in car preparation would do well to look at the standard set by the Mini Cooper S of club member Phil Short and that of Tony Higgins. They are absolutely breathtaking.

Photo: Peter Cunningham

place, but a star performance by the little pushrod Vixen of Ian Bannister brought the little yellow coupe to within 0.17s of Oakley. Amazing what a day at the hill driving school and a talented instructor can do!

Former HSA Speed Champion John Palmer was made to work hard for his victory in the 1700cc Road Mod Kit and Replica class. Dale Cordingley held a narrow lead in the Zetec powered Caterham up until the final climbs, when Palmer's Puma engined Westfield sneaked ahead by just over half a second.

Robert Bellerby's Sylva Striker saw off the Sylva Mojo of Tony Brumfield for third place but sensation of the highly competitive eighteen strong class was Sarah Cordingley, daughter of Dale, who

The unlimited class, and probably the last bastion of the E Type Jaguar, allowed the open roadster of Haydn Spedding to uphold honours for Coventry after a close tussle with Ingoistadt in the

form of Simon Bainbridge's Audi S2 Coupe. First the Jag lead then the Audi then finally the Jag by 0.63s. John Green's E Type Coupe ran third, but special mention must be made of the winner's co-driver. Back in a helmet after a fifteen year absence was Mr Uphill Racer Chris Mason, and in no time at all he was into the sixty nines as if he had never been away.

Trevor Jackson took an early lead in the Formula Ford encounter in his Van Diemen RF85 but

Andrew Henson was having none of it and upped his game to secure a narrow 0.19s victory with the RF92.

Mod Prod up to 1400cc was the first of the MSA classes and Andrew Ball's Caterham Honda was the car to beat. Peter Herbert's Westfield BDH struggled to match the Caterham's pace and



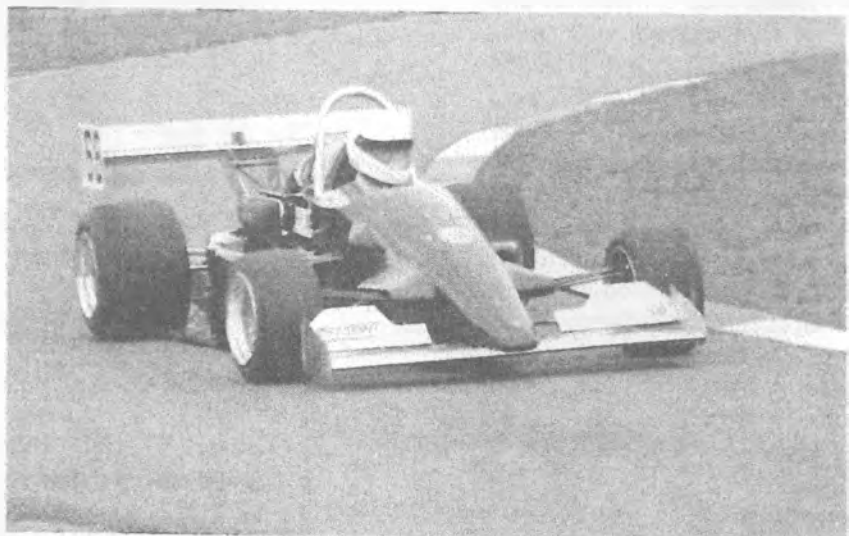
Green and mean, Class 5 Westfield of Tom Whittaker lines up the apex at Orchard Corner. Photo: Peter Cunningham

finished an amazing sixth at the wheel of the family Seven on her first visit to Harewood and in only her second ever event. A Ladies Champion of the future for sure, and proof of what a day at the hill driving school and a patient and sensitive instructor can do.

Hillclimbing veteran Malcolm Dungworth secured a 0.84s win in the unlimited class in his turbocharged four wheel drive Dax Rush. Matthew Sutcliffe keeping the old boy honest with the Westfield. Richard Vale's Caterham was a close third.

The 1400cc Mod Prod excl Kit class provided a platform for Tony Higgins' skills, the immaculate Rover Mini comfortably ahead of Joe Harriman's Mini. Ford World Rally co-ordinator Phil Short debuted the ex-Richard Casey Mini Miglia car and was rewarded with third place.

David Hampton's Elan held sway over Lee Cliff's Elise to the tune of 3.11s in the two litre



George Bleasdale's 2 litre Pilbeam MP62 enters the first part of the never-ending Farmhouse Bend. Photo: Robert Spedding

ground to a halt on the final run to the accompaniment of sheep scattering carb trumpet flames and bangs.

In the enforced absence of his single seater, Jon Waggitt wheeled out the ex-Gerry Marshall, Barry Lines, Mark Waldron TVR Tuscan. The beast was tamed quickly, and no prisoners were taken in the unlimited class that saw a 7.3 second win over Roger Coulosey's TVR 3000M.

Alex Graham came down from Lanark to show the Sports Libre guys the way home, his Mallock Mk20 more than a second up on John Lambert's similar car. Les Procter gave chase in his OMS.

Martin Vesty's OMS was driven well to a narrow 0.32s win over early leader John Chacksfield in another of Mr Owen's masterpieces. A very committed Dave Kitching drove the wheels off his I KON Jedi for third place a further 0.22s adrift. This very hard fought 1100cc single seater class saw the first four cars covered by just 0.85s and an impressive debut by former hill title holder Dave Banner who pushed his freshly acquired OMS in fifth spot.

The 1600cc single seaters heralded the return to the sport of John Moulds following his big Shelsley Walsh accident in the ex- Black Jack Brabham last year. And after thanking our plucky leading marshal Tim Bendelow for his part in the rescue, John ably demonstrated that none of the old speed had been lost by blasting his Honda Blackbird powered OMS to the top of the hill just 0.26s quicker than the older OMS of James Blackmore. Tim Wilson continued to come to terms with his Honda propelled OMS in third place. So it was an OMS day then.

For ultra competitive driving, the 2 litre class is really where it's at, and Trevor Willis, Ben Butterfield and Steve Owen traded positions throughout. Eventually it was Willis who made it stick, a gutsy second run rewarding the OMS Vauxhall driver with the win and third FTD. Butterfield was 0.76s astern in Leon Bachelier's Dallara Gould, but Owen was pipped by only a hundredth in yet another example of his own handiwork.

Finally, Tim Mason on his former home ground put on a most effective display to win the unlimited class and set FTD, the Gould 0.86s quicker in his hands than those of the most capable Tim Coventry who is now a formidable opponent at the highest level. Multiple sprint champion and former Harewood title holder Roger Kilty drove his elderly Pilbeam MP47 hard to stay in touch but a trip into the cheap seats at Orchard did little to help the dapper Rogers cause.

Father's Pride **Dale Cordingley**

Not that I am biased, but the kid's got drive!

It must have started 5 years ago on Valentine's day when the Caterham kit arrived on the back of a truck in numerous boxes. The body, engine, gearbox, suspension, wheels, interior trim etc were unloaded into the garage. I had planned to go into work that day, but the excitement of building the car got the better of me! As I started to get the front suspension parts out of the boxes a voice said 'Dad can I help?' At that time Sarah was only 14 and had never touched a spanner or torque wrench in her life. So being a good Dad I agreed (with some trepidation), errr yes of course you can help

Well all went well and she assembled the front off-side suspension whilst I did the near-side. So this was where the affinity with cars started, I think. As I began to compete, Sarah came along to act as pit crew and general support or commiseration when things didn't go as planned. She started to drive on her 17th birthday and passed her test first time, so all looked well. At that time we started to talk about her driving the Caterham, but did nothing about it. A brand new Saxo arrived for her 18th and was written off before the end of that year - a Saxo and a dry stone wall don't go together well! So all went quiet on driving the Caterham.

Last year I softened, when we took the car to 3 Sisters for a test session. After a gentle start to get the lines in to her head, the speed started to build. These youngsters have no fear, Coward's Summit means nothing, but the good thing was she listened and learned. A good showing and I felt more confident with her. So we tried a track day at Aintree - same thing again, slow start to get the lines, then go for it.

2002 arrives and an application goes to the MSA for a comp licence for Dad and daughter, followed by a visit to Demon Tweaks where they relieve me of £500 for race suit etc. Good job I got that bonus! The first solo run occurred at Binbrook Airfield in March where she gave some Westfields, a Mitsubishi and a Porche 911 something to think about!

April 4th arrived and its Harewood Driving School. Dad needs reminding how to drive the hill after a disappointing year in 2001 and Sarah wants to know where to go! Unlucky teacher is Peter Herbert ... with a frustrated 'expert' and a novice! Sarah's first run was, shall we say pedestrian ... or a little slower, but she learned the lines. I have

drilled this in to her so much that she repeats it in her sleep 'get the lines and the speed will follow' and it did. We had plenty of runs to practice what we had been taught. I jumped at the chance of David Grace driving the Caterham up the hill with me as passenger - not bad, but he should have listened to himself about how to take Country! Sarah then had a run with him, at the end she got out of the car and simply said 'he's a nutter'. We both had a great day and learned a lot ... even the old dog learned some new tricks! However, we had to wait a week to try it out in anger at the April meeting.

(also recorded on camera by Steve Wilkinson - how come he is always there when you mess it up, usually giving you a little wave?). I managed a 49.28, which was my best ever by some 0.7 secs, but still only managed 2nd in class to John Palmer, whilst Sarah got 8th, only 2.8 secs behind me.

A week later we turned up for Harewood full of ourselves. Sarah had a target of a low 70 sec and I had a 65 sec target in mind. Good lines and a tidy run netted a 72.14 for her first run. A bit of coaching from Dad and plenty of commitment from the kid delivered a 69 sec on the next run. I got into the low 65s and beat my personal best. The

day ended with Sarah netting a 68.21, to take 6th in class (joint 5th on time) out of 18 and me getting my first sub 65 sec run with a 64.92 run to take second in class (to Mr Palmer again), but only 3.3 secs ahead of Sarah! Watch out lads.

The school had clearly paid off for both of us, so thanks to the team and to our mentor Peter Herbert and that man Grace (we've both changed our underwear since). Also thanks must go to young Mr Staniforth for sorting out the car's suspension so that it went where it

should, which prior to Alan getting his hands on it, for most of last year it didn't!

So a good start to the year so far for both father and daughter. Am I a proud Father - you bet, and I am heeding the warnings from others to watch out for the other Caterham driver!

PS: Father and daughter, 1st and 2nd in class at Aintree on 27 April separated by 0.7sec!!



How long will it take for Sarah to beat dad?

Photo: Steve Wilkinson

Before that we had a joint entry at 3 Sisters. A great day weather wise for a first event - sunny and pleasant, with loads of track grip. I was aiming for a class win and reckoned that if Sarah managed to stay on the track and get a high 50's (class record 49.25 secs) that would be a result. First run for Sarah was an excellent 54.56sec, which dropped to a 52.08 sec by the end of the day. I was well impressed, especially when she had a lurid slide on the hairpin and caught it well without going off



The Harewood Timing Team

MOTORING MASTERMIND

Quiz by Barry Newton



Dear Pat

Quiz

The standard is either getting higher or the questions must be easier as there are two entries with full marks and very comprehensive replies and I cannot distinguish between the two so it is a dead heat between Chris Mason and Geoff Harrison.

For publication purposes I enclose a photostat copy of Chris's marks and replies.

Close in their wheel tracks comes Kevin McGrath and John Green who must share the third podium place with 193/4 points each, with Tony Hodgetts not far behind their slipstream.

Yours sincerely
Barry Newton

MOTORING MASTERMIND ANSWERS

Chris Mason

Since defending champions should defend their titles, I feel duty bound to bang in an entry for the latest January-March MM contest. At least I can say that I have beaten John Green once this year. Any more might be tricky after a 15 year lay off So, here goes. The answers:

Colours

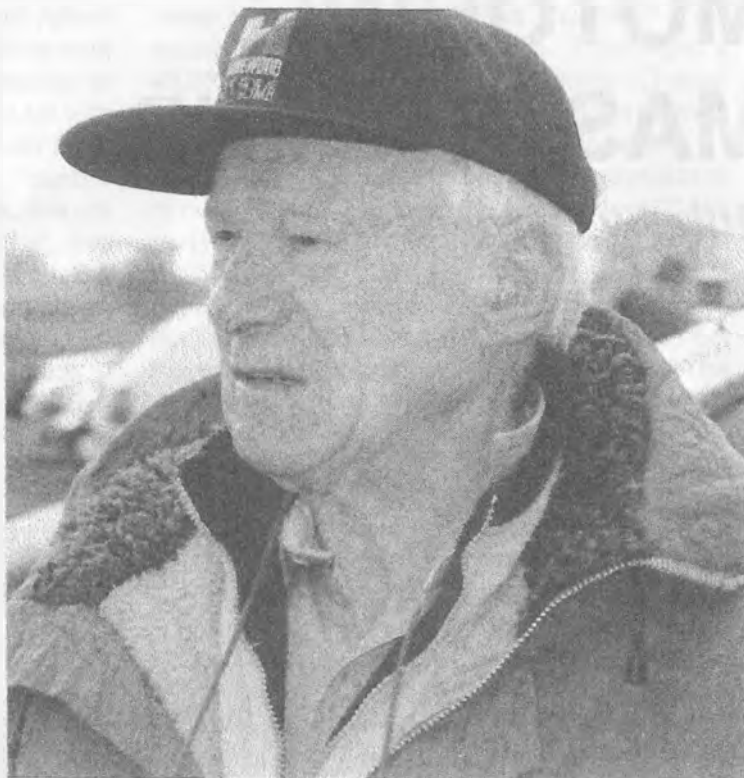
1. It is alleged that while at the Eifelrennen (Nurburgring) in 1934, the new Mercedes W25 was struggling to keep under the then 750 kg weight limit, so they scraped off the white paint down to silver metal to save a kg or two.
Lang, who was then Fagioli's mechanic credited this bit of lateral thinking to a conversation among the mechanics.
2. (i) 'Bira' Blue/ Yellow
(ii) White/Blue.
(iii) Yellow.
(iv) Blue (preferably but not always Sky Blue).

3. (i) Danger, ensure you are in full control of your car, no overtaking.
(ii) Great danger, be prepared to take avoiding action, no overtaking (that even includes BTCC drivers!).
(iii) Another competitor behind is trying to overtake.
(iv) Service or other slow vehicle is on the course, in the NEXT sector.
4. (i) White
(ii) Brown of a burnt orange tendency!
(iii) Yellow
(iv) Blue
5. (i) Black.
(ii) Black/Silver wheels and White/Blue chassis for Internationals demanding Straight's (American) national racing colours.
(iii) Orange.
(iv) Dark Blue with White noseband, as they say in equestrian circles.
6. Peter Whitehead and David Piper, and if Pipes' BP Green is disputed as BRG, Tony Vandervell. Graham Whitehead and Peter Sutcliffe should suffice.
7. (i) Yellow (but just one of them, the other three remained red).
(ii) Olivier Gendebien
8. (i) Yellow.
(ii) A TN monogramme, and he also wore his tortoise mascot
9. (i) Dark BRG. much darker than Lotus -for eg
(ii) Metalescent light (fern?) green - and gorgeous!
(iii) Very dark BRG, and slightly metaleseent too.
(iv) Bright pale Apple (some would say "vomit") Green,
10. (i) 1968.
(ii) John Player.

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.

Names

- 1 TreVoR (Wilkinson)
- 2 (i) David Brown.
(ii) Gears, Gearboxes and Tractors.
(iii) Huddersfield.
(iv) Feltham, Middlesex.
- 3 (i) Alfonso (Fon) de Portago.
(ii) Ed Nelson (not to be confused with the '60s GT40 racer).
- 4 Keith Schellenberg.
- 5 Raymond 'Toto' Roche.
- 6 Gueux.
- 7 (i) Tony Brooks.
(ii) 23 October 1955.
(iii) Siracusa or Syracuse - depending on whether you are Italian or English.
- 8 (i) Swallow.
(ii) Triumph TR2, out of Standard Vanguard and also used in Ferguson Tractor!
9. Malcolm (not Leo) Sayer.
- 10 (i) Gregor Grant. with finance from Dennis Poore.
(ii) Denis Jenkinson.
(iii) Duncan Hamilton.
(iv) Innes Ireland



Harewood's answer to Claudia Schiffer - Allan Staniforth models his prized Harewood baseball cap

NEW MOTORING MASTERMIND QUIZ

Cars / Films

- 1 Name the first and one other James Bond car
- 2 What car did Fabian of the Yard drive?
- 3 The Saint - name his car
- 4 Herbie - type of car
- 5 Opening sequences of the film Le Mans
- 6 Two real life grand prix drivers from the film Grand Prix
- 7 Three wheel car driven by Gina in Heartbeat and Del Boy in Only Fools and Horses
- 8 Which film star actually drove at Le Mans?
- 9 What did Fancy Smith drive in Z Cars?
- 10 Maigret - what was his car?

Factories

- 1 Lotus pre Hethel
- 2 Auto Union
- 3 Pre 1950 Porsche
- 4 Bugatti
- 5 ERA
- 6 Connaught
- 7 HWM
- 8 Swallow - pre-war
- 9 Reliant
- 10 Lago Talbot

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*

Last two schools for 2002

Thursdays

May 30th August 15th

Fabulous Birthday Gift

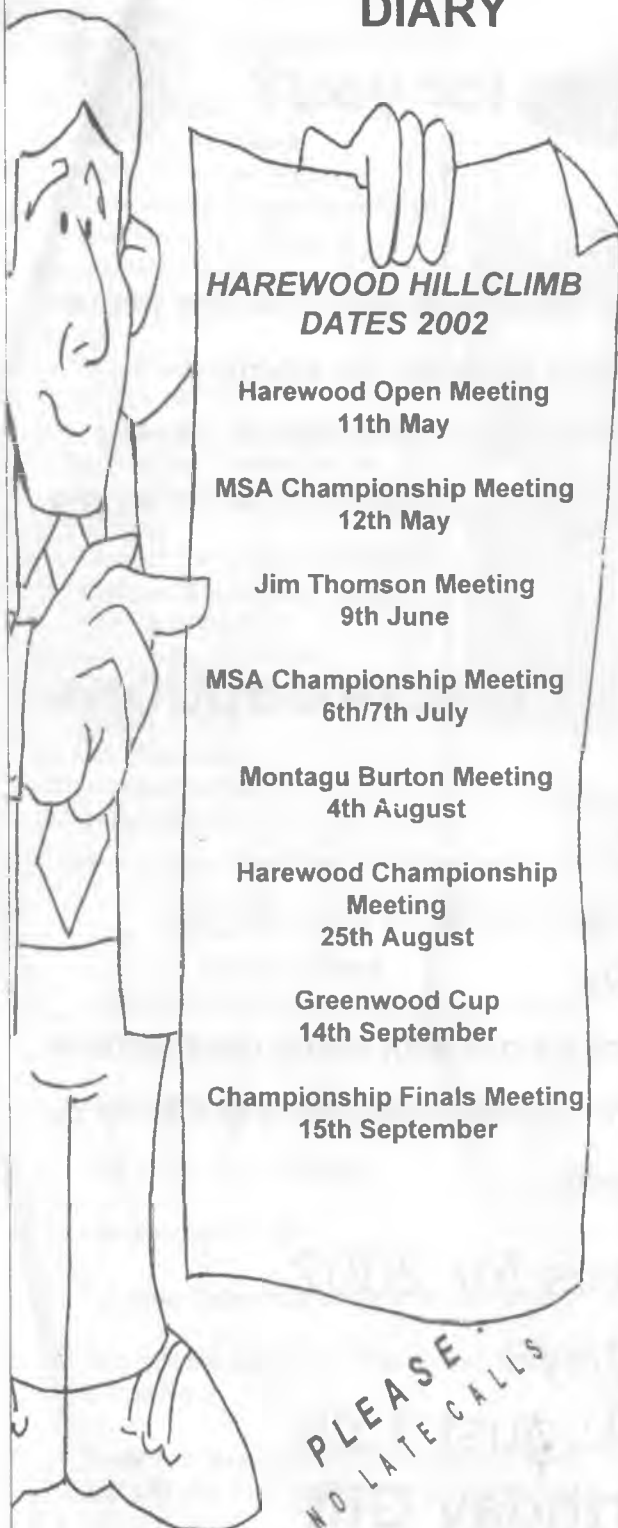
Contact Pat Kenyon on

(0114) 234 0478

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



DATES FOR YOUR DIARY



HAREWOOD HILLCLIMB DATES 2002

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
14th June 2002 please

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