



# YORKSHIRE CENTRE

JULY - AUGUST 2002

BARC



## CHAIRMAN'S LETTER

Issue No 91



Dear Member,

The season is progressing well and we have enjoyed good entries and spectator gates at both May meetings, including our first round of the RAC Hillclimb Championship, and the June meeting. As I write this we are about to host the second round of the RAC Championship which promises to be another excellent event.

In June Les Proctor kindly loaned me his 2-seater OMS car which offered a great deal of fun and helped me to realise just how far the modern hillclimb car has developed since my single seater days. It also reminded me how miserable open cars are on wet days.

The school is progressing well and enjoying good support and a great deal of favourable comment from the pupils. It is particularly gratifying that some very experienced and quick drivers have the courage to accept that there maybe something to learn and more importantly are finding they improve as a result of attending.

On the safety front we are reviewing the use of more Recticel on Clark's Corner and will consider the options, over the winter, for Orchard that will allow quicker retrieval and less gravel sweeping.

We have been particularly pleased by the response from 'A' shareholders in Harewood Hill Ltd to the acquisition of Tim Thomson's shares. Indeed some have offered to sell their shares to the club as they are happy the future has been secured for their sport and should any of you wish to talk about this option please feel free to call me without obligation.

Finally a word of congratulations to one of our members, Richard Jackson, who was honoured with the MBE in the Queens birthday honours list for his services to North Yorkshire. Richard as many of you know has been a keen competitor for many years and is also Chairman of the St. John Ambulance. On behalf of you all I offer Richard our heartfelt congratulations.

Enjoy the rest of your season.

Best Wishes

Simon

### MEMBERS PLEASE NOTE:

Enclosed is a ticket for the Anniversary Hillclimb on Sunday 15th September 2002

We look forward to seeing you

*Why not pay a visit to the Harewood web site?*

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

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# EDITORIAL



Dear Member

First let me apologise for your 'Times' being so late. With the never ending stream of events and Driving Schools, I never seem to get the time to concentrate on the 'Times' but I think you will agree that this issue is well worth waiting for with many events featured.

The preparation for the celebration of the Centre, Club and of speed hillclimbing at Harewood on Saturday and Sunday 14th and 15th September is well under way. The committee are trying to bring together an ambitious programme of events for the weekend. It is hoped that many past and current members will make the effort to attend and thereby make it a trip down memory lane.

As with all outdoor activities, we can but hope that we are favoured by good weather.

The August 4th event is oversubscribed so do not forget to enter early for the remaining events particularly on the weekend of 14th/15th when some of the 150 places will be taken by the 'Harewood Legends'.

I will add my usual plea for articles for the 'Times', remember, we are interested in your views on all matters regarding Harewood so please don't leave it to the usual scribes, and put pen to paper or finger to keyboard.

Pat

## HAREWOOD DRIVING SCHOOL *Lynette Banks*

I am writing to thank the organisers and instructors of the Harewood Driving School for a great day on 2nd April

Before attending the School, my idea of driving quickly was doing 85mph on the motorway and "lines" were something painted in the middle of the road! I had no experience of track driving and thought it might be a good idea to attend the school, as I'd entered my first ever competition at Harewood in the FF 1600 class at Harewood on the 11th and 12th May.

I had a lot to learn and Brian Kenyon was given the task of being my Instructor! I subsequently learned that Brian likes a challenge!

Being an extreme novice amongst a group of already established competitors I initially thought that I might be out of my depth and not learn very much - not so - Brian was brilliant in answering all my questions, driving the track with me and was always ready to provide constructive and helpful advice, lots of encouragement as well as some much needed moral support.

All the instructors were extremely knowledgeable, very approachable and encouraging and were always on hand to pass on their knowledge in a constructive and friendly way. Very importantly they managed to create a warm and relaxed atmosphere for all those attending and at the end of the day I left feeling that I'd learned an awful lot and also made some new friends.

My first competition was nerve wracking but I was amazed at how much of what I'd learned at the School came back to me. Over two days I managed to get my first time of 86 seconds down to 71 seconds, 2 seconds behind my Class (of course I did have a couple of visits to the gravel traps - just to see what they were like!).

As well as meeting up with a lot of the people I met at the School, more new friends were made. A big, big thank you to Pat and Brian who were always on hand to calm my nerves, give advice and as always to give me lots of encouragement!

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

# BLACKMORE FLIES

May 11th 2002

Brian Kenyon

A bright and breezy day greeted everyone for the first event of the weekend. Those devotees, who like myself, were brought up in the golden era of the sports car - late 50's and 60's, were pleased to see an intoxicating mix of one make cars present.

Nick Frost was always in control of the 17 strong Ferrari class. Nick's 348 GTC over one and a half seconds ahead of 2nd man Terry Esom in the 355 but Terry's 2nd place was not easily won as he was headed in the early runs by Richard Allen's 355 and Simon Clark's elderly 328 GTS - all were in the 68's. For many years the man to beat, Simon is now finding it hard work against the 355's.

Big and brutish, Bill Hutchins' Ginetta V8 G27 may lack something in the aesthetic beauty stakes but it makes up for it in sheer grunt. The 5300cc engine is now supercharged! - no wonder he was over three and a half seconds ahead of 2nd place man Stuart Harris who had only 1796cc in his G21. Even smaller in capacity was the 3rd place car of David Tearle, the sports racing G12 only having 998cc of Honda power available.

Tony MacIntyre kicked off with a win in the first of the MG classes; the Chesterfield driver used his MGB to good effect to head the similar car of Keith Williams. In the slightly more modified category, Allan Inwood's 1380cc MG Midget was over half a second quicker than the MGC GT of Christopher Cooper. In the full race category James Thacker's much raced lightweight Midget was over a second ahead of the rumbling B V8 of Terry Pigott. The outcome might have been different if Terry had remembered he had booked a Driving School prior to the event. Because of Terry's unfortunate lapse of memory, Brian Kenyon with a sudden rush of blood to the head, took pity on him and they walked the course before practice.

Hugh Maude powered away from the rest of his compatriots in the TR Register class, the TR7 V8 with its 4600cc engine was way quicker. Ronnie Clayton in his classic 4 cylinder TR4A put up a spirited fight but was still over 6 seconds in arrears.

Richard Mason repeated his 2001 Austin Healey class win in the big red Healey, just heading the yellow Mk1 Sprite of Stuart Bullas. The Mk1's

smart new paint work looking a little second hand after an 'off' at an earlier Loton Park event had damaged the fibre glass bonnet. Andrew Actman in his attractive coupe Sebring Sprite, taking time off from the Austin Healey race series, was a close third in class, it was tight, the first three covered by less than half a second.

In the Harewood classes Malcolm Pinder was busy keeping his hand in before the debut of his new Honda. Out in the family Class 1 Vauxhall Nova Malcolm was over two and a half seconds in front of the drop head Elan of John Ellison, because of lack of entries, class 1 and 2 were merged.

In Class 3 Scarborough solicitor Barry Newton in his usual white Porsche comfortably headed the BMW M3 Cicotto of Harewood newcomer Andrew McAuley.

In Class 4 Bob Bellerby is seeking extra performance but has reached a plateau. Despite changes in the gearing and suspension tweaks, the small engined lightweight Sylva Striker is still finding extra pace hard to come by. Second was Sheffielder Pete Ashley in his 1700cc Westfield. The two Westfields of Steve Bamard and Matthew Sutcliffe headed class 5, it was Steve's turbocharged Westfield that powered away to victory.

John Thacker completed a very successful day for the Thacker family equipe winning the small capacity mod prods in dad's 1380cc MG Midget. Joe Harriman gave chase in his similar capacity Mini but had to give best to the MG driver.

Van Diemen driver Andrew Henson had a huge lead in Formula Ford terms of two and a half seconds. Bob Carrick, Reynard FF90 was second in class (66.62s) but was hounded all the way by the Ray of Nigel Greenwood (66.81s).

Mass amalgamations were the order of the day, Class A was merged with E and F and it was the diminutive Class A car of Andy Ball who showed that power isn't everything, a comfortable one and three quarter seconds ahead of Class F Mallock of Guemsey man Chris Guille. Andy has been closing in on Peter Herbert's record and we will surely see a new mark later in the year, given good weather.

Class I was merged with J and yet again, a small capacity car gave a good account of itself. Andrew Greaves in the 1052cc ZzandeR ruffled a few feathers with his 2nd in class but James Blackmore was flying and he piloted his OMS to a comfortable class win and in the process, also set FTD, further adding to his run of FTD's in the latter part of last year. David Chambers came good in the 2nd runs and snatched 3rd place from Mick Lancashire.

Class K supplied 2nd and 3rd FTD, Basil Pitt's Pilbeam just having the edge over Jon Waggitt's Reynard Gould.

Further amalgamations were required for Class 8, G and L and unsurprisingly Sandra Tomlin in her Class L Pilbeam took the spoils.

The event had the appeal and feel of a real 'clubbie' and was all the better for it. A celebration of days gone by - no Mr Herbert, I don't mean Brooklands!!

### Results

Cl	Name	Car	Time
10	Nick Frost	Ferrari 348GTC	66.45
11	Bill Hutchins	Ginetta G27	R63.32
15A	Tony MacIntyre	MGB GT	75.76
15B	Allan Inwood	MG Midget	R71.43
15C	James Thacker	MG Midget	67.24
16	Hugh Maund	TR7 V8	65.37
18	Richard Mason	A H 3000	71.37
1+2	Malcolm Pinder	Vuaxhall Nova	72.84
3	Barry Newton	Porsche Carrera	68.30
4	Robert Bellerby	Sylva Striker	65.64
5	Steve Barnard	Westfield SEiW	66.54
6	John Thacker	MG Midget	68.68
9	Andrew Henson	Van Diemen RF92	64.30
A+E+F	Andrew Ball	Caterham Honda	60.95
I+J	James Blackmore	OMS SF21A	56.38
K	Basil Pitt	Pilbeam	57.36
8+G+L	Sandra Tomlin	Pilbeam MP58H	59.85
FTD	<b>James Blackmore</b>	<b>OMS</b>	<b>56.38</b>



*James Blackmore, in the OMS, approaches the finish line at the newly reprofiled Quarry Corner.  
Photo: Steve Wilkinson*

## RACING MOTORCYCLES AT HAREWOOD ON 25th AUGUST

*Brian Kenyon*

At the time of writing track licence discussions are ongoing and given a favourable outcome bikes will return to Harewood. An invitation class of 30 or so of the quickest 3 wheelers and solo bikes and riders will attend, many of them class record holders at Shelsley, Gurston etc. It should be some spectacle and a pleasant addition to the usual Harewood programme.

## HAREWOOD LEGENDS

*Sunday 15th September*

Entries to this invitation class are coming in thick and fast and include Keith Schellenberg in his Barnato Hassan Bentley. The evergreen Allan Staniforth was at the first Harewood and is one of the few drivers still competing, he has entered his single seater Megapin. Tony Bancroft alias 'Spotty Smith' will be competing in the AC Bristol he uses in Historic Circuit Racing. Ex Formula 1 racer Tony Marsh will be out in his 3.9 single seater Marsh he now uses in sprint and hillclimbs while among the current drivers Paul Nutter, Richard Hargreaves and Haydn Spedding will be out in their Ford Escort, Mitsubishi and Jaguar E Type respectively. It is hoped to attract an entry of around 20 drivers and their cars who contributed so much to the history of Harewood.

# MSA CHAMPIONSHIP MEETING

Sunday 12th May

Tim Wilson

The British Hillclimb Championship circus made its way across the Pennines from the traditional Saturday event at Barbon to complete a hectic weekend with another one-day event at Harewood. The popularity of this 'tour of the North' meant that over half the entry was registered for the country's premier championship. BARC rose to the challenge with 4 runs for all aswell as 2 gripping Top 12 runoffs and an early finish.

The Harewood classes suffered from poor support and ran after the national contenders. Stuart Bullas dominated class 1 in the distinctive Frogeye Sprite with a record equalling 70.60 ahead of Jonathan Mounsey's new Peugeot 106. David Coulthard shared Helen Waddington's MG saloon beating the owner to Class 2 victory.

An unusually small kit car class was headed by regular leader Robert Bellerby with a 66.09 best in the lightweight Sylva Striker, whilst Matthew Sutcliffe put the Westfield ahead in the unlimited class. Leaders contender Richard Marshall entered the high-tech Peugeot 205 in class 7 and the win was never challenged. Bernard Hoggarth's class C Caterham JPE was merged with the class 8 saloons and only just managed to stay ahead of Simon Bainbridge's menacing Audi S2, both running in the 63's. Andrew Henson took the final Harewood class win, posting a 64.26 best in the Van Diemen.

Caterham driver failed to be put off by the lack of competition, finishing with a personal best 60.67, just over half a second shy of Peter Herbert's longstanding Class A mark.

The racing categories got off to an unusually early start with the Harewood classes running at the end of the programme. After a hesitant first run, Mark Goodyear used the knowledge gleaned from a recent visit to the school to snatch a decisive Clubmans win in the Vision. Early pacesetter Simon Moyse brought the Mallock home second, a tenth ahead of Mike Lee.

The small Sports Libre class attracted a single Leaders entrant, but Andy Bougourd was in no mood to coast to a class win. The Guernsey driver threatened Steve Owen's 8-year-old record with a 59.49 opening run. Peter Green's troubled day in the Centaur prevented him from challenging the rapid Mallock; gear selection problems and a misfire kept him of his usual pace with a distant 64.64.

Alex Graham made his regular trip south of the border to Harewood to punish the Leaders contenders in the 2-litre class. The past Scottish champion posted a 58.48 second run in the Mallock with Paul Sandford best of the rest, over 3 seconds adrift in the OMS.

In the first open-wheeled class, the screaming Krauser-powered Jedi of Hamish Lindsay played a supporting role to Adam Steel's Martlet. The

popular 1100 class failed to provide the usual tension as Adam Fleetwood dominated from the start.

The methanol-fuelled OMS ran inside the class record on both climbs and qualified for both run-offs. His 55.72 best left him over a second clear of regular sparring partner Mark Budgett. There was more action in the 1600 class as favourite James Blackmore

stalled the OMS on the startline to spoil his opening run. Despite blowing his race engine at Loton, Tim



*Tim Mason stopped the Graeme Wight Jnr steam roller by snatching the first of the top twelve run offs.*

*Photo: Steve Wilkinson*

A lack of support for the ModProds saw Andy Ball run alone in the opening national class. The

Wilson took the standard Honda-powered OMS into an early lead only to see the results reversed on the final run as Phil Cooke put the Force-Hayabusa well into the 55's.

Paul Haimes continued his good form at Harewood in the highly competitive 2-litre class. The current sports libre record holder posted an early 54.63 run in the DTA Dallara, 0.2 ahead of Ben Butterfield. A brave drive by Trevor Willis saw the OMS driver overcome a badly burned hand and a controversial failed opening run to salvage third. Jon Waggitt confirmed that the Reynard is now on the pace with a fine 4th while Peter Hamilton recorded a creditable 56.44 in the aged Quest to finish among the national contenders.

Graeme Wight Jr was never challenged in the class runs; his 52.74 final run leaving him comfortably ahead of the chasing pack. Tim Coventry was quickest of 4 drivers in the 53's, with Roger Moran finding form in the new Pilbeam-Opel V6 to snatch 3rd from the Goulds of Tim Mason and Simon Durling.

However in the first championship run-off, Wight Jr was off his normal pace, suffering from handling problems with the Gould. Tim Mason used his experience of Harewood to take advantage, hustling the Gould-Judd to his first run-off victory of the season chased by Moran and Coventry. Tim Coventry's second run-off ended in the barriers at Chippys whilst Mason and Moran

had to give way to the familiar red Gould. New rear tyres saw Wight Jr back on the pace, the screaming DTM-derived V6 powering the young Scot through the speed trap in excess of 120mph to close within 0.04 seconds of Andy Priaux's 7 year old hill record.

**MSA Round 7:**

Mason, Moran, Coventry, Wight Jr, Durling, Groves, Haimes, Young, Fleetwood, Butterfield.

**MSA Round 8:**

Wight Jr, Mason, Moran, Durling, Groves, Willis, Young, Butterfield, Fleetwood, Tomlin.

**Results:**

FTD	Graeme Wight Jr (2.5 Gould-Cosworth)	51.78
1	Stuart Bullas (1.3 AH Sprite)	70.60
2/3	David Coulthard (1.4 MG Midget)	73.67
4	Robert Bellerby (1.4 Sylva Striker)	66.09
5	Matthew Sutcliffe (2.0 Westfield)	67.65
7	Richard Marshall (2.0 Peugeot 205)	63.93
8/C	Bernard Hoggarth (2.0t Caterham JPE)	63.25
9	Andrew Henson (1.6 Van Diemen)	64.26
A/B	Andrew Ball (1.1 Caterham-Honda)	60.67
D	Mark Goodyear (1.7 VisionFord)	59.45
E	Andy Bourgourd (1.1 Mallock-Suzuki)	59.49
F	Alex Graham (1.8 Mallock-BDA)	58.48
H	Adam Steel (0.6 Martlet)	60.29
I	Adam Fleetwood (1.1 OMS-Kawasaki)	55.72 (r)
J	Phil Cooke (1.6 Force-Suzuki)	55.76
K	Paul Haimes (2.0 Dallara-Vauxhall)	53.63
G/L	Graeme Wight Jr (2.5 Gould-Cosworth)	52.74



*Adam Fleetwood was the only driver to lower a class record in May. A Superstar.*

*Photo: Steve Wilkinson*



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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.

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Available as complete rolling chassis with recent Hewland FGC. Enough spares to run this car and build a second one. Will take any engine/ any size of driver! Space needed so no reasonable offer refused.

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John Noble Cosworth engine, 3 Bar Map sensor

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Fully road equipped with full weather protection available

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**FOR  
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### **SPA-Judd Sports Racer**

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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.

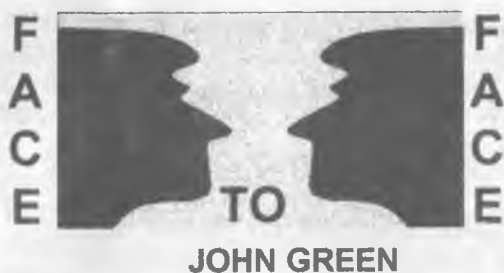
Comes complete with large spares package, including many gear ratios, three sets of cast magnesium wheels and three further sets of split rims. Numerous tyres, including one set just one run old. Spare drive shafts, joints etc. Complete spare body and splitter plus all body moulds.

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

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Call Christian Mineeff on  
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or 01773 835721 (office).



My interest in motor sport started with a visit to a bike sprint meeting at Eshott Park in Bradford where George Brown on Super Nero, his blown 1000cc Vincent, set FTD.

Together with a friend I bought a 1928 AJS bike for £5.00 from a farm at Eccup, near Leeds. Our plans were to rebuild it, run it on methanol and go vintage sprinting. We wrote to Associated Motorcycles, who owned AJS, asking for some advice, mentioning our plans. They replied on wonderful embossed headed paper giving us a few settings but let us down gently by saying that as the 350cc side valve engine only produced about 5bhp it was not suitable for sprint work. As we were both still at school we couldn't afford to rebuild the wheels, never mind go sprinting. I wish I'd kept the letter though.

I left my first job with the British Library, where I met my wife Jean, and joined the Fire Brigade. They taught me to drive and soon I became the proud owner of an A35 Countryman. Well, actually it was a van with seats and windows fitted.

Four wheeled motor sport beckoned and visits were made to Harewood and Castle Howard where I again met Charlie Dracup, a friend from my rock climbing days who was campaigning a TVR Vixen, then a Mallock. Sadly Charlie was killed in a rock climbing accident. I believe his father was connected with the organisation of Wetherby Speed trials before the Second World War.

A Triumph Herald convertible replaced the A35 but was soon written off when a taxi ran into it. As I needed a car to get to work, an understanding bank manager allowed the purchase of a twelve year old Austin Healey 3000. The vendor demonstrated its 100mph capability on the Leeds Ring Road at Pudsey. Here was a car I could use for hillclimbing I thought.

I entered the Harewood Members Practice Evening in 1972 and recorded the slowest time. I clearly had a lot to learn. The Healey was my everyday road car, but over the next twenty or so years, was entered in events at Harewood, Castle Howard, Barbon Manor, Croft, Topcliffe, Cadwell Park, Baitings Dam, Loton Park and Prescott. The

Healey was only mildly modified, 72 spoke wheels, konis, 2 SU's and a Mark III cam being the only departures from standard.

Whilst I still owned the Healey, a TVR 3000M joined the fleet. It was an ex rallycross car and still comes to Harewood in the hands of Roger Cousey. Although modified, I drove to events in the car and added Shelsley Walsh and Olivers Mount to the above list of venues. On its single twin choke Weber carb it gave about 20 mpg - just bearable for limited road use.

In the quest for more speed I fitted a set of triple Webers, the car was set up on a rolling road and with a full tank of petrol I set off from Malton for Barbon Manor. By Harrogate the gauge read half full, by Otley it read a quarter! My round trip to Barbon, including the hillclimb gave a fuel consumption of 12 mpg. With the ever-increasing cost of fuel, it was time to consider a trailer.

The Healey still had the occasional outing at Classic Prescott etc and in order to use it a bit more I entered a few regularity rallies. I hope I don't offend anyone, but I found them very boring, and a bit like a slow bicycle race. The only time it was fun was if you got lost and had to go like hell to make up the time.

During the search for a trailer. I spotted a modsports E Type for sale. I'd always wanted an E Type and having just retired from the Fire Brigade I had, for the first time in my life, some money in the bank. So the TVR and the Healey went, and the E Type arrived. Then began a friendly rivalry with the family Spedding. This struggle was intensified when Haydn's eldest son Richard began to drive. Within two seasons he'd beaten us both. A man to watch in the future I think, prospective sponsors please note!

As I was now free of the onerous shift patterns of a flexible duty fire officer, I decided to do more than just be a competitor. I did a bit of commentary work at Croft, Oliver's Mount and once at Harewood. I did some PR work and marshalling for the VSCC of which I am a member.

When the setting up of the Harewood Speed Hillclimb Driving School was proposed, I offered to help and much to my surprise, became an instructor.

I joined the Yorkshire Centre committee in the year 2000 and became involved, with others, in doing odd jobs at Stockton Farm, not to mention making momentous and historic decisions concerning the Club's future! Styling ourselves "Wattle and Daub" we'll tackle most small jobs, always remembering our motto: 'Rough we may be, but strong we guarantee'.



On a serious note, more help is always needed - call the company's recruitment hotline on 01653 692617 for details.

It's just over 30 years since that first competitive outing in the Healey. In that time I've met dozens of people and made many friends in what must surely be the friendliest of all motor sports. My wife Jean has supported me throughout providing food and drink, encouragement and even helping to change wheels and plugs on occasions. If I had to pick a highlight it would be gaining an entry for the Midland Automobile Club's Centenary Weekend at Shelsley Walsh in 2001. A fantastic meeting with a mouthwatering selection of cars.

Well, that's the first thirty years. If I'm still here in 2032 perhaps our dear editor will persuade me to write episode two.

## FORMULA FORD CLASSES AT HAREWOOD

*David Bailey*

I know it's been a long time since I last wrote but reading the letter that John Bennett wrote in the "Times" a couple of editions ago brought all the memories flooding back!

I too remember the huge numbers in the Formula Ford class when Ken & I used to compete together in the early to mid 90's. 20+ entries were quite common in those days and what a hotly contested class it was. With the likes of-

Roger Kilty, Tim Mason (does he still wear those shorts?), John Bennett, Jon Collinge, Colin Wright, John Wilkinson to name but a few it was a real hot bed of talent. I can quite clearly recall the class being won by mere hundredths of a second and this not being decided until the final run up the hill. I still see John Wilkinson fairly frequently with us both competing in the North West Formula Ford Championship our paths do cross from time to time. Also Colin Wright occasionally visits Oulton with his Classic FF2000 car, and of course I still keep in touch through reading the "Times".

Spare time at weekends is very much at a premium between work and my own racing activities I don't get much free time I'm afraid. I am going to make a concerted effort to come and see you all before the year is out. Who knows, if I can manage to fit it in, I must just manage an entry too

Best wishes to all at Harewood

**WANTED**

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*Northern Ireland driver Michael Beattie was one of the plethora of national championship drivers to break a class record. Photo: Steve Wilkinson*

## NEARLY A MAJOR UPSET

Jim Thomson Trophy Meeting June 9th 2002

*Brian Kenyon*

For once the weather forecasters got it right. Unfortunately for all present they had forecast rain sweeping in from the west around lunchtime and rain we had, by the bucketfull. Throughout the day people scabbled for grip and a lack of power was not a handicap, finesse and traction were the order of the day. Class A Caterham driver Andrew Ball must have been biting his nails to the elbow as he lead the field after the first two runs but Tim Wilson was not to be denied and was one of the few single seater drivers to master the conditions and take a well deserved FTD.

As always we split the Lotus class, road based cars and sports and racing. Keith Wilford in the Europa exuded class and took the opposition apart, despite a leg injury playing badminton and a well respected midlands tyre company's efforts to handicap him by mounting one of his wets the wrong way round. A visit to an Otley tyre service centre proved a waste of time and the tyre stayed that way. Keith's 75.34s was faster than the road based cars and sports and racing cars, fastest on scratch and winning on handicap. Of Keith's class rivals Kevin Lee in the Lotus Elise came closest but was nearly 7 seconds in arrears. Jon Dobson, in the 1860cc +2 was only a quarter of a second behind the Elise driver.

Steve Millward's pretty sports racing Lotus 23 took the racing division in front of Vanessa Lee's Lotus 61 single seater but it could be oh so different next year as Vanessa has promised to visit the Driving School in 2003. John Cook in the pretty Formula 3 Lotus 69 closed within a quarter of a second of the lady driver on the second runs. All the Lotus drivers declined to take a third run as their championship is decided on two runs.

Caterham class winner Ben Winrow has a very busy driving style, constant corrections and jabbing the throttle. Although smoother is quicker Ben has good basic speed and aggression, all one would expect from a 16 year old ex karter. In 2nd and 3rd places were James Bromley and Jonathan Medley, along with Ben these were the only men in the 77 second bracket. The top three had been to the Driving School prior to the event. Fourth and best placed non-school attendee was Christopher Widdowson over 2 seconds slower than the class winner and in the 79's. - 'nough said.

Clare Sullivan looked certain to take her maiden Harewood victory, throughout the day she had lead Class 1 in her 1380cc Mini but Mike Geen

(Peugeot 205) spoiled her party with his last run but it was still a good day for the Preston lady as fiance Alex secured 3rd place on aggregate - his first award at Harewood. Usual class winner Geoff Goodwin in his MG Midget, joint 3rd after the first runs, found the slippery conditions not to his liking and slipped out of the championship lead.

Bobby Fryers in his usual Clio Williams was on form, a cracking time took him to the championship lead as well as the Class 2 win. His run in the 74's was over four and a half seconds quicker than Mark Warren in the Escort. John Ellison in his Elan continued his maiden Harewood season with another top three placing.

Barry Newton's Porsche, with its 74.91s, had a lead of nearly 2 seconds over the Subaru of Richard McAuley. Richard debuted in the car at Harewood while brother Andrew, on his 2nd event, was 3rd in class

In a topsy turvey day Tony Brumfield mastered the conditions in the Sylva Mojo and headed Class 4 in front of the usual front runners. Tony's pace was such that he was fourth Fastest Time of Day. A remarkable feat considering his lack of grunt and grip, road tyres being the order of the day in this class. Dale Cordingley and Robert Bellerby pushed as hard as they could but just had to give way to the form driver of the day.

That Richard Vale was mighty pleased is an understatement. Fresh from his day at the recent wet Driving School, Richard showed it was time well spent and achieved his first win in Class 5 ahead of usual front runner Matthew Sutcliffe.

Phil Short's physique is in sharp contrast to his name. He's a big chap and his size must be a disadvantage but his pristine Mini is fitted with a potent engine and it carried him to victory in front of Joe Harriman's less exotic example. In 3rd place Roy Bolderson obviously thought he would try to improve the aerodynamics of his Mini and drove to the start with his boot lid open!

Richard Spedding in the 40 year old family E Type showed there was life in the old Jag yet. Richard kept the long nose of the Jag in front of the more modern turbocharged A2 Audi of Simon Bainbridge.

The front runners in the Formula Ford class only required the time keepers attention for a short while. The winner Andrew Henson called it a day after the first runs while 2nd place man Kevin McGrath had to do likewise when his co-driver Nigel

McGrath had to do likewise when his co-driver Nigel Greenwood got rather too intimate with the barriers at the first corner, re-arranging the Ray's suspension. Fortunately, although shaken, Nigel was unhurt.

In the small mod prods Andrew Ball was in fantastic form and headed the whole field at the conclusion of the first two runs. The diminutive Honda engined Caterham and its driver obviously revelling in the conditions, his 2nd in the FTD placings putting many more competitive cars to shame.

Now the Ferrari is getting a little long in the tooth, Centre Chairman Simon Clark has been casting his eye around for a competition car. After discussions with Les Procter, one of Les's OMS sports cars was brought for Simon to play with. Simon had what is known as a character building day, the car being very twitchy in the wet conditions. Too twitchy. A crack was discovered on a suspension mounting and was repaired by a welder more used to working on farm machinery! Confidence restored, Simon secured the class.

Very much on form, John Chacksfield was nearly 2 seconds ahead of Dave Kitching in the merged 600 and 1100cc racing cars. Dave, somewhat disappointed by his performance, is contemplating replacing the engine management system on his elderly Jedi. In 3rd place Class H driver Eric Close showed that a lack of power and capacity isn't a disadvantage on a damp day.

With a superb last run surge, Tim Wilson dug

deep and snatched a last gasp FTD. This, despite running a cooking engine after blowing his race unit at Loton Park, Tim has most definitely got to grips with the little OMS and now leads the FTD championship. James Blackmore's older but slightly larger engined variety was 2nd in class and 3rd FTD.

In Class K Peter Hamilton sent father Brian out to face the conditions on slicks but changed to wets for his run! Peter just kept the Quest in front of Neville Theobald and George Bleasdale.

A trying day for competitors, officials and marshals alike. Let's hope we have dry weather for the rest of the season, although I might add, it has enlivened the championship.

#### Results

CI	Name	Car	Time
12A	Keith Wilford	Lotus Europa	75.34
12B	Steve Millward	Lotus 23B	76.00
17	Ben Winrow	Caterham 7	77.21
1	Mike Geen	Peugeot 205	79.96
2	Bobby Fryers	Clio Williams	74.81
3	Barry Newton	Porsche Carrera	74.91
4	Tony Brumfield	Sylva Mojo	70.89
5	Richard Vale	Caterham	72.04
6	Phil Short	Mini Cooper 'S'	77.34
8	Richard Spedding	E Type Jaguar	70.81
9	Andrew Henson	Van Diemen RF92	72.68
A+B	Andrew Ball	Caterham Honda	70.18
G+F	Simon Clark	OMS SC1	78.52
H+I	John Chacksfield	OMS 2000M	71.63
J	Tim Wilson	OMS 2000M	68.99
K	Peter Hamilton	Quest	70.80
FTD	Tim Wilson	OMS 2000M	68.99



*Tim Wilson outpaced everyone in the wet in his OMS.  
Photo: Steve Wilkinson*

# SHOCK HORROR. JUNIOR BEATEN. TWICE

## MSA BRITISH CHAMPIONSHIP MEETING 7th July 2002

*Peter Herbert*

Defending British Hillclimb Champion Graeme Wight Junior had much on his mind as he returned to Stockton Farm for Harewood's second national series qualifier of the season. A once seemingly unassailable 2002 championship lead was being seriously eroded, he was equipped with a hastily rebuilt Gould GR51 following a heavy Doune shunt, and his wife was about to give birth. Yet it was still a surprise to the crowd that occupied the hill's sun drenched slopes to see the talented young Scotsman beaten in both run offs.

Junior's qualifying pace and convincing class win suggested that Andy Priaux's seven year old course record was about to get some grief. But on his first shoot-out climb a lift out of Farmhouse to control a tail slide saw Tim Mason take the win in the Connaught Judd propelled GR37 with an impressive 52.18s time, and Roger Moran slip into second place in the improving Pilbeam MP88.

The late afternoon rematch saw a second win for Mason come unstuck when he almost lost the Gould entering Orchard, dropping him to third. Then Junior indulged in some Esses untidiness and a 119mph blast up Quarry Straight was not enough to deny a win for Roger Moran with a 52.46s ascent.

Four practice runs, three on Saturday and one on Sunday morning left the strong entry fully prepared for some serious motor sport and, in perfect conditions, and in front of a healthy gathering of spectators, drivers would not disappoint.

Proceedings commenced with Modified Production Cars, and with Andy Ball's sole 1400cc entry in new ownership in Germany, and the driver transferred to the cockpit of Tim Wilson's single seater OMS, the 2 litre runners provided a straight fight between the Caterham of Richard Homer and the Westfield of Andrew Forsyth. Things were close, but resolved in favour of Homer to the tune of 0.25s.

The unlimited division saw an interesting match between old and new with the glorious Jaguar E Type of Haydn Spedding and Chris Mason against the turbocharged four wheel drive projectiles of Simon Bainbridge and Robert Walpole who were Audi S2 Coupe and Subaru Impreza WRX equipped. Spedding took an early lead, aided by the Audi's lurid spin at Country. Then he made it stick with a personal best 63.07s ascent, the glorious sound of the Jag's straight six echoing between the farm buildings. Bainbridge fought back

but was 0.73s adrift, with Walpole and Mason giving chase.

Carrying on the tradition of their illustrious father Russ, who was much in evidence cuddling innocent ladies in the paddock, the Ward brothers dominated Hillclimb Super Sports Cars in their shared Mallock, Chris snatching a narrow 0.32s win over Ashley. But the Splinter of Rhys Howells was not far behind, and just ahead of Mark Goodyear's Vision.

The 2 litre Sports Libre dice was a well supported affair and Andy Bougourd made his trip across the seas from Guernsey worthwhile by stuffing everyone in a 1100cc motorcycle engined Mallock. Early leader Alex Graham gave the islander a run for his money but the Scot's 1800cc Mallock was eventually pipped by just 0.22s as Steve Owen's eight year old 1400cc record was shattered by almost a second. Tim Elmer was a close third in the Phantom with Ian Fidoe's Pilbeam and Paul Sandford's OMS next up.

600cc Racing Cars opened the single seater invasion of the hill and it was Adam Steel who set the pace. Hamish Lindsay's Ferrari liveried Jedi kept the Thames Valley based Martlet honest but was 0.53s down. Tony Hunt, sharing James Bartleet's Jedi led the chase.

Amazing things are now generally expected of 1100cc racers, and Adam Fleetwood would not disappoint. Urged on by a forceful duel with Mark Budgett, the darty little OMS blitzed Fleetwood's own record by 1.31s on its way to a 1.37s victory. Lifting a front wheel as the Force was powered on opposite lock out of Country, Budgett was perhaps trying a little too hard, but with Roger Fleetwood in the shared OMS only 0.39s behind, who is to say it wasn't necessary. David Oldridge was as always, well to the fore in his OMS whilst Andrew Greaves' ZzandeR and John Chacksfield's OMS completed the top six, a mere 0.07s apart. Despite a Quarry Straight speed trap of 95mph (Wight Jnr managed 119) Adam qualified for both run-offs in 8th and 9th places and finished 8th and 10th with a breathtaking display of carrying slot car speed through corners.

The 1600cc class saw an equally compelling clash, with Irishman Michael Beattie in his rejuvenated old Jedi breaking Wight Jnr's five year old record by 0.43s to hold off Phil Cooke's state of the art Force PT by 0.28s. Quite some performance but Harewood must seem a doddle compared to

the likes of Eagles Rock, a run-off place was the crazy Belfast mans reward.

Hill Driving School instructor Tim Wilson was a game third in the OMS, a slim 0.07s ahead of James Blackmore's version of Steve Owen's creation. John Moulds brought his OMS into fifth place during a break from historic Brabham circuit racing on the continent and awaits a buyer for both this and his Formula Ford.

In his debut single seater season, reigning Leaders Hillclimb Champion Paul Haimes recovered from a first run driveshaft failure to storm to a 0.64s 2 litre class win over Ben Butterfield. Driving the Dallara F395 of Allan Warburton, Haimes' speed and precision were impressive, with a winning time 0.44s inside Justin Fletcher's old 1997 record.

Butterfield's time at the wheel of Leon Bachelier's Dallara Gould was equalled by a very committed Trevor Willis, the OMS Vauxhall piloting losing second place by virtue of Ben's quicker opening run. Through the long Farmhouse curve the former Triple C and Midland Champion was terrific, holding a smooth arc until the exit, then snapping the tail into line for the following straight with an exquisitely measured dose of SBD power.

Basil Pitt led the chasing pack with his Pilbeam MP87 closely shadowed by Boroughbridge fire fighter and wheeler-dealer Jon Waggitt in the very green painted Reynard Gould. A first invitation to a run-off was Jon's prize. Steve Owen, Simon Frost and Paul Ranson were next up in this ultra competitive twenty strong class.

Graeme Wight Jnr set the day's next record to win the unlimited class, the growling V6 engined Gould 0.28 inside Junior's own record. Roger Moran's similarly powered Pilbeam lacked some of the champion's grunt but was only 0.74s astern and it was good to see son Scott take the MP88 to eighth place and a first point in a championship run-off.

Looking as racy as ever Tim Mason was third in class with his Gould, followed by ultimate hard charger Martin Groves in the Atol Judd. Simon Durling's smoothly conducted Gould, and Deryk Young's Dallara.

And it was good to see John Garnett guesting in Alan Newton's Pilbeam. The former Harewood Champion has lost little of his skill, finishing just 0.24s shy of the car's owner. When asked if this was a one-off drive, the laconic Settle resident remarked "I bloody well hope so".

Harewood classes followed and first to the startline were 1400cc Road Modified Saloons and Sports. Defending hill title holder Geoff Goodwin

has this season launched into its robust defence, and a 0.71s win keeps the MG Midget driver well in contention. Jonathan Mounsey in his newly acquired ex 750 Motor Club Hot Hatch series circuit racing Citroen AX ran the champ close with reigning Ladies Champion Clare Sullivan urging her red Mini to within two hundredths of the former Cosworth driver's time.

Harewood legend Bobby Fryers secured an easy 2 litre win in the familiar Clio Williams, and introduced the very French Renault Vel Satis to an unsuspecting Yorkshire public as support vehicle. John Ellison's neatly conducted Lotus Elan was 3.71s behind, with Gary Carnaby a game third in his superb Escort RS1600.

Harewood School graduate Nigel Parry set the unlimited class pace in his German plated Porsche 964RSR but David Sykes made a fight of it and was only 0.61s slower in the Peugeot 205 GTi. Michael Burdon's fine old Porsche 911 was not far behind, and followed remarkably closely by the vast Jaguar XJ40 of John Slater. Mike Baxter was 'lantern rouge' (a term familiar to Tour de France fans) in a Renault 21.

The 1700cc Road Modified Kit and Replica runners were headed by Tony Brumfield's Sylva Mojo, another racing car currently for sale, beating Robert Warwick's Westfield by 1.68s. Peter Rhodes was third in a similar car.

Another Harewood Legend, Malcolm Dungworth, won the unlimited division, his potent Dax Rush 1.36s quicker than Matthew Sutcliffe's Westfield. The Caterham of Kidderminster driver Richard Vale was a good third.

The tin top Modified Production cars were catered for by a single class, up to 1400cc and it was the immaculate ex Mini Miglia racer of rally legend, and there were a lot of legends about that day, Phil Short that scooped the goodies prior to him flying off to Africa to look after Ford interests in the Safari Rally. The three wheeling Cooper S of Joe Harriman kept big Phil honest 0.42s behind, with our very own 'DC' taking third in his Midget, a much better performance than his namesake, the other David Coulthard at Silverstone that afternoon.

Which brings us to the Formula Fords, and a special guest appearance of former British Sprint and Supersprint Champion, Euro Boss racer and Harewood's former champion and newest School instructor Roger Kilty. Sounds rather like another legend surely. Having dug out his old Sparton from the back of the garage for his lady Lynette Banks to drive, the dapper Roger proceeded to give a masterclass in neat hillclimbing. And despite a tired engine, he ran winner Andrew Henson close with

a time just 0.79s adrift of the spiritedly conducted Van Diemen. Bob Carrick's Reynard and Londonderry's Iain Leinster headed the pursuit, only 0.28s separating Reynard and Crossle.

All in all it had been a marvellous day's hillclimbing, and a great credit to all who took part in, organised and marshalled the event. Five plucky Gurston marshals made the long trip north for the first time and thoroughly enjoyed the experience, despite the taunts of hairy arsed Yorkshiremen that they were nothing more than soft shandy drinking southerners. Thanks for the help guys it was much appreciated.

Now all right minded sensation seekers eagerly await August's Montague Burton Meeting.

### Results

Cl	Name	Car	Time
A+B	Richard Homer	Caterham 7	60.87
8+C	Haydn Spedding	E Type Jaguar	63.07
D	Chris Ward	Mallock Mk20	59.42
E+F	Andy Bougourd	Condor Mallock	R58.22
H	Adam Steele	Martlet DM8	58.79
I	Adam Fleetwood	OMS 2000M	R54.41
J	Michael Beattie	Jedi 1/17	R55.08
K	Paul Haines	Dallara F397	R53.49
L	Graeme Wight Jnr	Gould GR51	R52.02
1	Geoff Goodwin	MG Midget	71.00
2	Bobby Fryers	Clio Williams	68.96
3	Nigel Parry	Porsche 964 RSR	71.22
4	Tony Brumfield	Sylva Mojo	66.81
5	Malcolm Dungworth	Dax Rush	65.79
6	Phil Short	Mini Cooper 'S'	67.39
9	Andrew Henson	Van Diemen RF92	62.70
FTD	Graeme Wight Jnr	Gould GR51	52.02

## ANNUAL COMPETITION

Pos	Name		Points
1	Mike Shorley	M	33
	David Dalrymple	O	33
3	Andrew Henson	C	30
4	Richard Hardcastle	O	29
5	Graham Wride	O	26
6	Pat Kenyon	O	25
7	Simon Clark	C/O	24
8	Robert Bellerby	C	23
	Robert Warwick	C	23
10	Simon Bainbridge	C	22
	Brian Kenyon	O	22
	Keith Davison	M	22
13	Tim Wilson	C	21
14	Daphne Walker	M	20
	Peter Walker	M	20
16	Alex Graham	C	18
	Adrian Martin	C	18
	Tim Bendelow	M	18
19	Richard Hooper	O	17
	Bobby Fryers	C	17
21	Geoff Goodwin	C	15
	Carol Wride	O	15
23	Trevor Jackson	C	14
24	Ian Thomas	C	12
	Gary Carnaby	C	12
26	Steve Owen	C	10
	Stephen Walker	C	10
28	Oliver Heselton	C	9
	John Tooby	C	9
	Colin Ellenden	C	9
	Lynn Owen	C	9

M = marshal; O = official; C = competitor

### Current Leaders for the trophies

The Pearce Trophy	Mike Shorley	33
	David Dalrymple	33
	Andrew Henson	30
The Ken Lee Trophy	Andrew Henson	30
The Chippy-Iola Vase	Pat & Brian Kenyon	47
The Firth Bowl	Pat Kenyon	25



Roger Moran, winner of one of the top 12 run offs, is honing the MP88 into a top championship contender.

Photo: Steve Wilkinson



# HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2002

Pos	Name	Car	Class	APR	JUN	JUL	Total
1	Bobby Fryers	Clio Williams	2	16.72	10.76	16.81	44.29
2	Geoff Goodwin	MG Midget	1	18.08	7.83	17.60	43.51
3	Claire Sullivan	Mini	1	16.97	8.62	16.87	42.46
4	Tony Brumfield	Sylva Mojo	4	15.02	11.27	15.35	41.64
5	Jonathan Mounsey	Citroen AX	1	15.92	7.61	16.89	40.42
6	Andrew Henson	Van Diemen RF92	9	15.18	6.86	16.84	38.88
7	Andy Ball	Caterham Honda/OMS	A/J	15.95	7.88	14.12	37.95
8	Simon Bainbridge	Audi S2	8	14.58	7.90	15.13	37.61
9	Tim Wilson	OMS 2000M	J	15.24	4.52	17.44	37.20
10	Matthew Sutcliffe	Westfield	5	14.05	8.60	14.29	36.94
11	James Blackmore	OMS SF21	J	15.81	2.77	17.42	36.00
12	Richard Vale	Caterham Honda	5	13.51	9.40	12.62	35.53
13	John Chacksfield	OMS 2000M	I	15.10	2.09	16.37	33.56
14	Phil Short	Mini Cooper S	6	12.58	4.36	14.31	31.25
15	Andrew Greaves	Zzander	I	14.57	0.00	16.44	31.01
16	Steve Owen	OMS 2000v	K	14.60	0.00	16.38	30.98
17	Malcolm Dungworth	Dax Rush	5	14.89	0.00	15.65	30.54
18	Robert Warwick	Westfield	4	12.09	4.23	13.67	29.99
19	Roger Kilty	Sparton	9	13.61	0.00	16.05	29.66
20	Trevor Jackson	Formula Ford	9	14.99	1.67	10.85	27.51
21	John Ellison	Lotus Elan	2	9.26	5.08	12.90	27.24
22	Adrian Martin	Caterham	5	11.75	3.82	10.41	25.98
23	Robert Bellerby	Sylva Striker	4	15.89	9.94	0.00	25.83
24	Lynn Owen	OMS 2000v	K	11.16	0.00	14.42	25.58
25	Mike Geen	Peugeot 205	1	0.00	8.64	16.51	25.15
25	Jonathan Rhodes	Delta T832	K	11.02	0.00	11.19	22.21
27	Mike Fitzsimons	OMS 1100	I	8.99	0.00	12.46	21.45
28	James Kerr	Peugeot 106	2	10.29	0.62	10.16	21.07
29	Les Procter	OMS SC3G	F	8.63	0.00	11.87	20.50
30	Mike Smith	Sylva Striker	4	12.34	6.61	0.00	18.95
31	Ian Thomas	Pilbeam MP52	K	7.16	0.00	11.42	18.58
32	John Tooby	Citroen AX	1	14.82	2.91	0.00	17.73
33	John Green	Jaguar E Type	8	12.83	4.62	0.00	17.45
34	John Slater	Jaguar XJ40	3	6.42	3.78	7.21	17.41
35	David Coulthard	MG Midget	6	8.28	0.00	8.95	17.23
36	Haydn Spedding	Jaguar E Type	8	0.00	3.50	13.10	16.60
37	Jon Waggitt	Reynard Gould	K	0.00	0.00	16.60	16.60
38	David Lanfranchi	MG Midget	1	0.00	4.12	12.26	16.38
39	Dave Banner	OMS SF2	I	13.64	0.00	0.00	13.64
40	Chris Mason	Jaguar E Type	8	9.74	0.00	1.51	11.25
41	Oliver Heselton	Sylva Mojo	4	11.23	0.00	0.00	11.23
42	George Bleasdale	Pilbeam MP62	K	11.22	0.00	0.00	11.22
43	Matthew Holmes	Vauxhall Nova	1	0.00	1.36	9.55	10.91
44	Paul Wood	Pilbeam MP50	L	0.00	0.00	10.55	10.55
45	Neil Beckwith	Westfield	5	0.00	3.85	6.20	10.05
46	Stuart Bailey	Mini	6	9.50	0.00	0.00	9.50
47	David Chambers	OMS 2000M	J	9.42	0.00	0.00	9.42
48	Lynette Banks	Sparton	9	0.00	0.00	8.28	8.28
49	Alex Thompson	Mini	1	0.00	7.83	0.00	7.83
50	Harry Wild	Westfield	4	1.80	0.00	4.64	6.44
51	Colin Ellenden	Peugeot 205	1	6.43	0.00	0.00	6.43
52	David Kelly	VW Golf Gti	2	6.07	0.00	0.00	6.07
53	Michael Bailey	Mini	6	5.87	0.00	0.00	5.87
54	Stephen Broscombe	TVR	5	0.00	0.50	5.27	5.77
55	Peter Webster	Peugeot 205	1	4.90	0.36	0.00	5.26
56	Roger Coulsey	TVR	5	4.89	0.00	0.00	4.89
57	Mike Baxter	Renault 21	3	0.00	0.00	2.15	2.15
58	Mark Hollingsworth	Renault Clio	2	0.00	0.46	0.00	0.46



# HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2002



## *Brian Kenyon*

Bobby Fryers leads the championship, but for how long? The Clio Williams man has been among the leading contenders for the past few years but has never managed to secure the title.

Geoff Goodwin is lurking in 2nd place but if you take out the wet June event, his average is better than Bobby's, in fact he is the only man to have scored 18 points this year. I cannot resist saying 'I told you so'. Being an entrant in Class 1 is the way to win the championship.

Clare Sullivan has come of age in her Mini and presently holds a secure 3rd place, in fact at the present time it is difficult to see anyone unseating her and indeed, discount the wet event in June and she also is ahead of Bobby.

Tony Brumfield holds fourth, his superb performance in June has shot him up the points table but he has many people below him who have a better average with a score dropped.

Time was when the championship always had a large contingent of Formula Fords in the top ten, not so recently, Andrew Henson is the only Formula Ford driver.

Andy Ball's days are numbered in the top ten as he has now sold his Class A Caterham Honda so Simon Bainbridge in his Class 8 lightweight Audi S2 and Tim Wilson in his Class J OMS 2000M will undoubtedly climb the leader board. Tim has only 4.52 to drop from June so later in the season you could see him shoot up into the higher echelons of the top ten.

Matthew Sutcliffe is tenth in the Class 5 Westfield and in 11th but likely to be a top ten contender, James Blackmore also has a low points score from June. So as the season progresses, given good weather, there could be wholesale changes among the top ten contenders.

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### *Two more Harewood record breakers*



*Graeme Wight Jnr in his Gould GR51 took the Class L record Photo: Steve Wilkinson*



*Andy Bougourd in his Condor Mallock took the Class E record Photo: Steve Wilkinson*

## Carnaby Two Martin Vesty

What a great day and what an enjoyable event venue. Ok, the Organisation may not be up to the standards of NSCC or BARC (Yorks) but let's not let this distract from a good event. Having decided to get out and about a bit this year with my new kit I found myself at a round of the Auto66/LDMC championships which also qualified for the British Sprint Leaders championship.

Turning into and arriving at Army gates is always a little unusual on any day of the week, fortunately it was a bright sunny June morning and I could see that there were no actual soldiers around. I was later told that the barracks are not used for active service now and primary purpose was for air-sea rescue operations. This was later confirmed by numerous low flying, large, bright yellow helicopters coming and going over the paddock.

There were clearly a few people arriving for their first time at Carnaby as the usual Auto 66 organised chaos developed within the paddock containing cars, bikes and sidecars with no pre-set parking indicated. Plenty of folk in cars had come along to get their bearings hoping that they may be invited to take part in the national finals of the British Sprint Leaders Championship, others had been last year and had come back to enjoy another day at this well kept secret of a venue. Many competitors walked the course to find another (like Elvington) very fast course layout, those that had been last year could be seen scratching heads as they discovered the layout had changed. This led to these folks trying to eradicate any "Mental maps" on how to drive the course as it was far from simple, unlike the sketch on the back of the regs booklet. Many variations in corner entry and exit layouts certainly meant that it was more complex than the Elvington track and later showed this through it's taking of prisoners through the day, fortunately there was plenty of run off area).

The track, 1 mile in length, ran on a good surface and started with a good long straight (as good as) down to a first corner which was almost a hairpin that opened out onto another top gear (for my OMS) straight. Down to a very narrow 90 degree left hander, which opened to allow room for error before a very short straight, time to accelerate to the next corner. This right hander was basically a right turn at a round about, without the requirement to go around the actual round about, again plenty of room if you got the turn in and apex correct. Another top gear straight, possibly the longest,

down to a complex not too unlike "Orchard" at Harewood with a left kink immediately proceeding a right hander. This though was more of a hairpin than Orchard with a left kink on the exit which led to a short open right hand bend culminating in a very narrow exit right hander, which I'm sure will have caught a few drivers out through the day. Back onto another top gear straight heading towards yet more cones and blue bails, all of which seem to get very close very quickly!

The last element of the course, the "Complex" was certainly a place for one or two crossed hands in cockpits as cars went in far too fast to find the sequence of events required was quicker than they or the car were capable of. Myself included with a big back end moment on my first timed run of the afternoon. The straight ended with a very narrow, 90 degree left hander with narrow exit followed by a more open right hander, a small breathing space and a final left hander that even at the end of the day I couldn't decide whether it opened up or not before you climbed to break the beam.

The great facility of seeing your own time after you cross the line was available to let you know immediately whether it had all been worth it. Fortunately for myself, it had and throughout the afternoon my extremely close battle with John Chacksfield in his similar yellow and red OMS, which at one point separated us by just 3 hundredths, ended with a class win and FTD by just under 2 tenths.

### Harewood Speed Hillclimb Championship FTD Championship 2002

Pos	Name	APR	JUN	JUL	Total
1	Tim Wilson	7	10	8	25
2	James Blackmore	8	8	7	23
2	Steve Owen	9	0	9	18
4	John Chacksfield	6	5	5	16
5	Andrew Ball	0	9	3	12
6	Andrew Greaves	5	0	6	11
7	Roger Kilty	10	0	0	10
8	Jon Waggitt	0	0	10	10
9	Tony Brumfield	0	7	0	7
10	Simon Bainbridge	0	6	0	6

### Harewood Speed Hillclimb Championship Ladies Championship 2002

Pos	Name	Apr	Jun	Jul	Total
1	Clare Sullivan	16.97	8.62	16.87	42.46
2	Lynn Owen	11.16	0.00	14.42	25.58
3	Lynette Banks	0.00	0.00	8.28	8.28

# CELEBRATION WEEKEND

## September 14th/15th

Brian Kenyon

An exciting programme is being drawn up for the weekend of 14th/15th September to celebrate not only 40 years of speed hillclimbing at Harewood but also 80 years of the Yorkshire Centre and 90 years of BARC.

The weekend will also be a fitting tribute to the memory of Mike Wilson who contributed so much to the Centre and to hillclimbing at Harewood.

Among the attractions will be an Autotest and Production Car Trial on Saturday and Sunday afternoon. Trade stands, an air display and a demonstration of 4 wheel drive vehicles will complement our usual on track feast of speed hillclimbing. Among Saturday's attractions are classes for Porsche and Ferraris while on Sunday the MG marque is featured.

## CHIT CHAT

### **CLARE SULLIVAN**

Clare was proudly displaying the new graphics on her helmet which features Mini the Minx at the wet June event. Clare came Oh so close to a class victory at this event but on the drive home the Mini's clutch expired. Clare completed the journey to Preston courtesy of one of the national recovery services. As he Mother succinctly put it - 'it was fortunate it happened on the road and not at an event'.

### **ANDY BALL**

Peter Herbert can breathe a sigh of relief, his class C record is safe for a while. Andy has sold his Caterham and after a guest appearance in Tim Wilson's OMS, he is seriously considering a single seater.

### **DAVE BANNER**

2000 Harewood Hillclimb Champion Dave Banner is tying the knot on August 11th to his long time fiance Anita Wilkinson. We wish the couple good fortune in future years from all at the Yorkshire Centre.

# **2002 HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL**

***Your last chance this year to reap the  
rewards gained by attending the  
Harewood Speed Hillclimb Driving  
School***

***By attending the School, people have  
gone on to:-  
win championships  
break class records  
improve their times***

***Join the winners  
enrol today***

**Thursday  
August 15th**

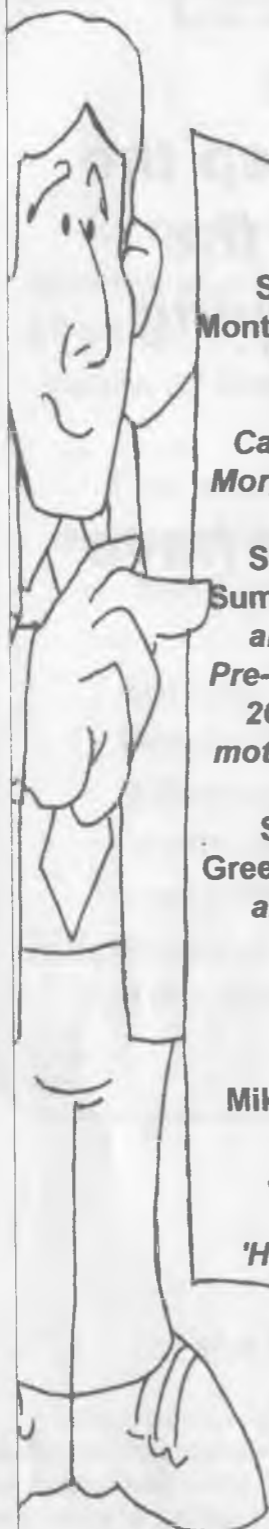
***Fabulous Gift  
or treat yourself***



Contact Pat Kenyon on  
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# DATES FOR YOUR DIARY



**Sunday 4 August**  
**Montague Burton Trophy**  
**Meeting**  
*all usual classes +*  
*Caterham Academy,*  
*Morgan and Ginetta cars*

**Sunday 25 August**  
**Summer Championship**  
*all usual classes +*  
*Pre-War Austin Sevens,*  
*2CV Race cars and*  
*motor bikes (hopefully)*

**Saturday 14 Sept**  
**Greenwood Cup Meeting**  
*all usual classes +*  
*Porsche and*  
*Ferrari cars*

**Sunday 15 Sept**  
**Mike Wilson Memorial**  
**Meeting**  
*all usual classes*  
*+ MG cars &*  
*'Harewood Legends'*

**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.*

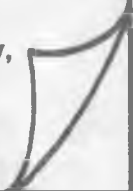
*All articles from members are  
welcome.*

*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

**5th September 2002 please**

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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.  
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