



YORKSHIRE CENTRE

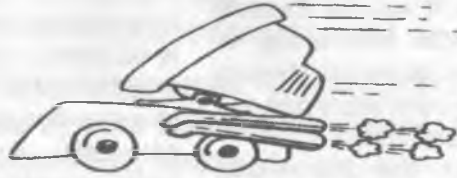


September - November 2002

BARC

CHAIRMAN'S LETTER

Issue No 92



Dear Member

Hard to believe but yet another season at Harewood is over, maybe it is my age but they seem to go faster each year.

We have enjoyed a good and full calendar with some new displays in evidence. Mainly the Bikes at August's meeting and the Autotest and Production Car Trials at September all of which I hope may become a more regular feature of a Harewood meeting.

September saw us dedicate a plaque to the memory of Mike Wilson and for those of you who did not know Mike and for those of you who knew him well we enclose a booklet published to reflect this marvelous man's life, I hope you enjoy it as much as I did. We also celebrated 40 years at Harewood with some wonderful cars and drivers of yesteryear together with many personalities from the whole period of Harewood's life and I felt there was a fabulous atmosphere to the whole weekend. My very sincere thanks, for this, go to all the committee and all of the competitors, marshalls and members and friends of the centre over the years who joined us to make it so special.

The last event of the season after the Forum is the Dinner Dance and as we are celebrating 40 years at Harewood and 80 years of Yorkshire Centre I urge you to join us to make this a very special evening, details appear later in the Times.

It would be remiss of me to gloss over concerns many of you have about the timing at Harewood but rather than answer the points here I have penned a separate letter to Pat with a full explanation. I would like to thank the competitors who have taken the time to write or have a quiet word in the paddock over their feelings and I hope and believe we can reward their continued support and patience with a system for next year that puts Harewood back at the top of the pile.

Congratulations to Richard Hardcastle who was the first recipient of The Tommy Wise/ Mike Wilson Trophy for the person who most acted in the spirit of these two great gentlemen.

Sad to report though is the fact that John English stood down as Secretary of the Centre after 20 years. John has made a massive contribution to the structure and activities of the Centre. I very much hope he will still come to see us and thank him for all his efforts.

The winter plans involve improving barriers and safety at Clarks and Orchard for the well being of the marshalls and competitors, enhancing and redesigning the signage both to and on the site and improving spectator amenities on the hill.

Thank you all for your continued support and we look forward to seeing you at the Forum and Dinner Dance.

Best Wishes

Simon

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EDITORIAL



We have recently celebrated a significant point in the Centre's history. It was the Centre's 80th Anniversary and the 40th Anniversary of Harewood. The Mike Wilson Memorial Meeting attracted many members and competitors past and present and was a fantastic success.

It is possible that the Harewood Championship will be re-vamped, the proposals will be discussed at the Speed Events Forum so please attend. If you cannot do so, contact Competition Secretary Chris Seaman.

The next significant Centre event is the Anniversary Dinner and Dance - we hope that as many of you as possible will attend what is the Centre's premier social event. A ticket application form is enclosed.

I hope you find your Yorkshire Centre 'Times' an interesting read. It is without doubt the largest magazine I have ever produced, covering many recent events.

You will find with your 'Times' a booklet by Bob Soper, covering the life and times of Mike Wilson. As you will see, he and his family had a huge impact on the Centre and Harewood. We hope you will enjoy it.

Although it is perhaps early to review the past season, I believe we have had a most successful year both on and off the track. Many changes and improvements I'm sure will be announced at the forthcoming Speed Events Forum. The committee is constantly striving to improve Harewood as a major speed event venue. It is important that you, as a member, involve yourself in this process. Any comments or suggestions you may have for improvements will undoubtedly be discussed.

We will be running our usual programme of four Driving Schools. The Schools have enjoyed a most successful season so if you want to improve your technique, please enrol for next year.

I will end with my usual plea for articles, comments, suggestions, adverts etc. It is always difficult to find things of interest during the closed season so please involve yourself in YOUR magazine.

Pat

BARC

Yorkshire Centre 80th Anniversary

Harewood 40th Anniversary

*Dinner Dance &
Award Presentation*

Saturday 23rd November 2002

Culton Hall Hotel

Culton, Nr Leeds

Tickets £29.75 each

Available from Carol Wride Tel: 0113 258 0274

Application form enclosed



BARC Yorkshire Centre ANNUAL SPEED EVENTS FORUM

Sunday 10th November 2002

Old Golf House Hotel

Outlane, Nr Huddersfield

(Jn 23 M62 - exit eastbound only)

Coffee 10.00am for prompt 10.30am start

Everyone is welcome - come and air your views about classes, the Championship, Harewood, events etc



If you don't make your point known, then don't complain next year!

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

Chris Seaman

Seaman Photographer Ltd

193 London Road

Sheffield S2 4LJ

email: chris@seamans.fsnet.co.uk

Please try to attend, your input will be appreciated.

POSSIBLE CHANGES TO HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP for 2003

Opinions please, from Championship competitors and potential competitors.

What if..... the championship top ten was reduced to a top five (in terms of the prize fund) but with the addition of an award for the highest points scorer in each class?

The marking system based on bogey times would remain unchanged?

The FTD section would remain unchanged?

***Should all BARC events at Harewood count towards the Championship?
or just Sunday events?***

Should it still be 1 event dropped for the final score or should it be 2?

Chris Seaman

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Committee Notes

Contrary to popular belief, your hardworking Committee has spent many hours debating issues concerning the upkeep and improvement of the facilities at Harewood, some mundane, others controversial!

Results and timing system - definitely in the controversial category! An update is included elsewhere in this edition of the Times.

Championship 2003 - proposals aimed at increasing the popularity have been discussed at length and these are also outlined elsewhere.

Vintage Sports Car Club is proposing to run an event at Harewood next season, 23 August.

Motorcycles were felt to be well received and may be invited back next year depending on level of car entries, costs, etc.

Alternatives to the gravel trap alongside the finish straight are being sought to avoid damage to cars in the paddock.

A larger changeover area for shared cars is planned, to avoid congestion at the end of the finish straight.

The Rope

There were 11 people hanging onto a rope that came down from a helicopter.

Ten were men and one woman.

The rope was starting to fray so they all agreed that one person should let go because if they didn't, everyone would die.

No one could decide who should let go, so finally the woman gave a really touching speech, saying how she would give up her life to save theirs because women were used to giving up things for their husbands and children, giving in to men, and that after all, men were the superior sex and must be saved.

When she finished speaking, all the men clapped.

Never underestimate the power of a woman!

Dear Pat

I read with some interest the article on Carnaby Two by Martin Vesty. If he was to arrive on a weekday he would have been greeted by an armed soldier, had his vehicles searched for bombs and he would then be required to prove his identity before being allowed to proceed.

The Defense School Of Driving at Leconfield trains a vast number of armed forces personnel each year on all types of vehicles from cat B [cars] on which I instruct, in fact if it's got wheels or tracks training is available.

Martin may have noticed that littered about the new tarmac the odd roundabout, hazard marking, plus give way and stop signs. Well maybe not at racing speed! Carnaby is also used for Rallies and motorcycle racing. It is a pity that the people on camp cannot watch the action I guess that it is all to with insurance. So Martin next time you attend this venue who knows what lurks behind that barb wire fencing.

I would also like to thank everyone connected with the Harewood Driving School for a very instructive day out on the 30th May. I suspect that my instructor Brian Kenyon had never been up Harewood Hill at such slow speed before. I just could not get it together until my final run of the day and went away fairly happy in the end. I will be out in my Van Diemen Formula Ford next year, but have the feeling that Brian Kenyon will be keeping a watch on proceedings from his spot by the paddock hut shaking his head saying he still brakes three car lengths too early.

Finally would the legendary Ken Bailey be the same person who raced Alexis Formula Fords and Formula 3 from the Builders yard in Birmingham. Happy Days.
Mike Underwood.



Andrew Henson, winner of the Pearce Trophy

(Steve Wilkinson)

2002 ANNUAL AWARDS

To be presented at the Annual Dinner Dance

All trophies are competed for exclusively by Yorkshire Centre Members of the BARC, except The Yorkshire Post Trophy

Yorkshire Post Trophy Fastest Time of the Season	Graeme Wight Jnr	51.78 seconds
Jack Farrar Trophy Fastest Time of the Season by a member Resident in the County of Yorkshire	Tim Wilson	55.02 seconds
Arnold Burton Trophy Classes D, E, F and G Total Bogey Points	Les Procter	60.36 points
Richard Sutherland Trophy Competitor in Classes 1, 2 & 3 having greatest improvement over class record (or nearest to it)	Jonathan Mounsey	-0.85 seconds
Appleyard Group Trophy Sports Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	Richard Spedding	+1.34 seconds
Wallace Arnold Trophy Saloon Car in Classes 6, 7 and 8 having greatest improvement over class record (or nearest to it)	Simon Bainbridge	+1.61 seconds
Wendy Wools Trophy Classes A, B and C having greatest improvement over class record (or nearest to it)	Andrew Ball	+0.61 seconds
Total Trophy Cars in Classes 4 & 5 having greatest improvement over class record (or nearest to it)	Dale Cordingley	+0.18 seconds
Brownlow Peabody Trophy Fastest time of the season by a 2 wheel drive car in classes 1, 2 & 3	Mike Johnson	66.78 seconds
Guyson Sandblast Trophy Fastest Time of the Season by a Jaguar	Richard Spedding	62.27 seconds
Hatfield of Sheffield Jaguar Trophy Total Bogey Points by a Jaguar	John Green	44.57 points
Ford Woodhead Trophy Class 9 Fastest Time of the Season	Andrew Henson	62.40 seconds
The Babra Trophy Presented to the Lady competitor who records the Fastest Time of the Season	Sandra Tomlin	57.33 seconds
Lol Ryan Memorial Trophy Competitor recording the fastest time in a Morgan	Mike Sidgwick	69.10 seconds
Scrutineers Trophy Presented at the discretion of the Scrutineers to the Competitor who regularly presents the Best Turned Out Car	Les Procter	
<i>The following trophies are awarded at the discretion of the BARC Yorkshire Centre Committee</i>		
John Bindloss Trophy To the new competitor who has shown 'The Greatest Promise in Hillclimbing'	John Ellison	
Ronald Hudson Memorial Trophy The Marshal who has shown the Greatest Dedication to Duty.	Graham Burrell	
Philpot Marshals Trophy To the Harewood Marshal who has performed some specific task over and above the normal call of duty.	Peter Walker	
Tim De Dombal Trophy Official or Marshal who has shown the Greatest Potential During the Season	Debra Oxtoby	
Derek Clark Memorial Trophy	The winner will be announced at the Dinner	

If anyone has any queries about the above awards, please contact Chris Seaman on 0114 258 5695

BUTTERFIELD BREAKTHROUGH

Montague Burton Trophy Meeting

4th August 2002

Tim Wilson

Another typical Harewood summers day saw flocks of geese converging on the flooded fields just a stone's throw from the old start after days of heavy rain. The racing classes spent the morning swapping tyres as waves of showers swept down the Wharfe valley throughout practice. However, it was all deemed irrelevant as the track dried for the all-important timed runs.

Three one-make classes opened the action. Edward Tyack finished well clear of a class of Ginettas with the G16, his 64.68 second run over 2 seconds clear of Stuart Harris's G21. A fine array of Malvern's best were lined up to challenge for top Morgan honours, led away by class favourite Mike Sidgwick. However, the Chipping driver could not find his usual pace and was beaten into 3rd place by the Plus 8's of Nigel Ingram, who ran inside Sidgwick's 2 year old record on both runs and Steve McDonald. The Caterham circus made a second visit to Harewood with another batch of budding racers, their day unfortunately marred as an errant Ginetta scattered them with gravel resulting in several broken and cracked windows. The competition however was as intense as ever among the identical 1600 K-Series sports cars. Brian Page pulled out the stops on his second run to take the spoils from early leader, Chris Du Boulay and series leader James Wyatt.

Geoff Goodwin maintained his position as the man to beat in class 1, but a queue is forming to do just that. Leading lady Clare Sullivan and former Cossie exponent Jonathan Mounsey, adapting well to the ex Hot Hatch Citroen AX racer, both posted season best times to close in on the familiar orange Midget. Regular class 2 leader Bobby Fryers was also under pressure, the well developed Clio finishing a mere 2 hundredths ahead of Andrew Webber's Elan. Barry Newton used 3.2 litres of Porsche power and his familiar determined driving style to head an array of turbo cars in the unlimited road class.

The roadgoing kit car class attracted a healthy entry for a change and regular frontrunner Dale Cordingley responded to the challenge, achieving a personal milestone by taking his first Harewood

class win with a 65.53 best in the Caterham 1600K. Tony Brumfield chased hard in the Sylva Mojo for 2nd place with Robert Bellerby's lightweight Striker off form in 3rd and Robert Warwick posting a fine PB in 4th. The visiting Carcraft Cyclone of Roger Fish and George Hardman put the class 5 regulars in the shade, the Blackpool pair finishing 1st and 3rd. Fish's 68.02 might have been well off the class mark but was just enough to demote Richard Vale's Caterham to the runner up slot.

The small engined ModProd saloon class was dominated by Minis as usual but Metro mounted Peter Marsden failed to be overwhelmed by the Issigonis hordes, snatching the win from Phil Short with a second run 67.17. Intense competition in the merged 2 litre and unlimited class pushed the leading pair to set season best times. Haydn Spedding set the pace with a stunning 63.69 in the ageing but highly competitive E-type. Regular sparring partner Simon Bainbridge dug deep to beat this time, the turbocharged Audi popping and wooshing to a narrow 63.65 second win.

A motley assortment of sports cars was assembled from the merged ModProd and Sports Libre classes. Robert Kenrick's victory was never in doubt, the young Llangollen driver also closing in on Peter Herbert's class A record with a 60.43 winning time in the Honda Blackbird powered Caterham. Les Procter was the nearest challenger as he steadily dials in the radical twin engined OMS 'Le Mans' sports racer.

A steadily expanding Formula Ford class saw regular leader Andrew Henson pushed as Trevor Jackson posted an opening run time of 63.29 in the Van Diemen, however the Rochdale driver maintained his unbeaten record and top 10 championship position with a 62.90 best. The racing classes also continue to flourish with the increasing popularity of motorcycle engined cars. Martin Vesty used one of the latest powerplants to secure the 1100 class win in the OMS-Yamaha R1. Andrew Greaves continues to prove the self-built Zzander can mix it with the best, taking second ahead of the OMS's of John Chacksfield, who failed to match his July form and Mike Fitzsimons.

Ben Butterfield and Leon Bachelier took a break from their Leaders campaign to test some new Avon radials on the Dallara Gould and were grateful for the chance to try out both slicks and wets in the changeable conditions. Butterfield was

well clear of a 12-strong 1600 and 2 litre single seater class in the wet practice and a 55.09 opening timed run secured the class and a well deserved maiden FTD at his 'home' venue. Competition was close among the supporting cast, Jon Waggitt leapfrogging up the leaderboard from 5th to 2nd with a dramatic spin over the finish line in the Reynard Gould. Current FTD championship leader Tim Wilson was demoted to 3rd in the OMS-Honda, a mere 5 hundredths ahead of class rival James Blackmore's OMS-Suzuki. Former Harewood saloon ace John Garnett shared Alan Newton's Pilbeam MP58 in the unlimited class and took the honours with his first run in 58.16 seconds.

Results

Cl	Name	Car	Time
11	Edward Tyack	Ginetta G16	64.68
13	Nigel Ingram	Morgan Plus 8	65.83
17	Brian Page	Caterham 7	68.65
1	Geoff Goodwin	MG Midget	71.10
2	Bobby Fryers	Renault Clio	69.14
3	Barry Newton	Porsche Carrera	69.40
4	Dale Cordingley	Caterham 7	65.53
5	Roger Fish	Carcraft Cyclone	68.02
6	Peter Marsden	Rover Metro	67.17
7+8	Simon Bainbridge	Audi S2 Coupe	63.65
9	Andrew Henson	Van Diemen RF92	62.90
A+B+F	Robert Kenrick	Caterham 7 Honda	60.43
I	Martin Vesty	OMS 2000M	56.99
J+K	Ben Butterfield	Dallara Gould	55.09
L	John Garnett	Pilbeam MP58	58.16
FTD	Ben Butterfield	Dallara Gould	55.09

HAREWOOD SPEED HILLCLIMB CHAMPIONSHIP 2002

Pos	Name	APR	JUN	JUL	Aug-04	Aug-25	SEP	Total	Lowest	Total - Lowest
1	Geoff Goodwin	18.08	7.83	17.60	17.50	17.74	17.56	96.31	7.83	88.48
2	Jonathan Mounsey	15.92	7.61	16.89	17.01	18.51	18.06	94.00	7.61	86.39
3	Claire Sullivan	16.97	8.62	16.87	17.03	17.33	17.07	93.89	8.62	85.27
4	James Blackmore	15.81	2.77	17.42	16.52	16.87	17.62	87.01	2.77	84.24
5	Tim Wilson	15.24	4.52	17.44	16.57	16.62	18.06	88.45	4.52	83.93
6	Bobby Fryers	16.72	10.76	16.81	16.43	16.76	17.03	94.51	10.76	83.75
7	Andrew Henson	15.18	6.86	16.84	16.64	17.14	17.09	89.75	6.86	82.89
8	Tony Brumfield	15.02	11.27	15.35	16.04	16.38	16.53	90.59	11.27	79.32
9	Simon Bainbridge	14.58	7.90	15.13	15.28	15.81	16.39	85.09	7.90	77.19
10	Mike Geen	0.00	8.64	16.51	16.31	17.18	16.89	75.53	0.00	75.53
11	John Chacksfield	15.10	2.09	16.37	14.06	14.63	15.34	77.59	2.09	75.50
12	Robert Bellerby	15.89	9.94	0.00	14.59	16.81	17.29	74.52	0.00	74.52
13	Robert Warwick	12.09	4.23	13.67	14.51	15.40	14.66	74.56	4.23	70.33
14	Richard Vale	13.51	9.40	12.62	13.29	14.14	14.45	77.41	9.40	68.01
15	Matthew Sutcliffe	14.05	8.60	14.29	0.00	14.14	14.71	65.79	0.00	65.79
16	Jon Waggitt	0.00	0.00	16.60	15.20	14.21	15.69	61.70	0.00	61.70
17	John Ellison	9.26	5.08	12.90	11.45	12.54	14.29	65.52	5.08	60.44
18	Les Procter	8.63	0.00	11.87	11.79	14.31	13.76	60.36	0.00	60.36
19	Andrew Greaves	14.57	0.00	16.44	14.55	0.00	14.61	60.17	0.00	60.17
20	Phil Short	12.58	4.36	14.31	13.91	0.00	14.41	59.57	0.00	59.57
21	Mike Smith	12.34	6.61	0.00	11.61	13.62	14.38	58.56	0.00	58.56
22	Adrian Martin	11.75	3.82	10.41	11.38	11.30	10.48	59.14	3.82	55.32
23	James Kerr	10.29	0.62	10.16	10.43	11.45	11.95	54.90	0.62	54.28
24	George Bleasdale	11.22	0.00	0.00	13.15	13.32	11.96	49.65	0.00	49.65
25	Steve Owen	14.60	0.00	16.38	14.66	0.00	0.00	45.64	0.00	45.64
26	Dave Banner	13.64	0.00	0.00	0.00	15.77	15.90	45.31	0.00	45.31
27	John Green	12.83	4.62	0.00	13.13	0.00	13.99	44.57	0.00	44.57
28	Trevor Jackson	14.99	1.67	10.85	16.25	0.00	0.00	43.76	0.00	43.76
29	Matthew Holmes	0.00	1.36	9.55	9.96	10.76	10.85	42.48	0.00	42.48
30	Ian Thomas	7.16	0.00	11.42	0.00	12.37	9.90	40.85	0.00	40.85

FTD Championship

Pos	Driver	Total-Lowest	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
1	Tim Wilson	46.00	7.00	10.00	8.00	9.00	9.00	10.00
2	James Blackmore	43.00	8.00	8.00	7.00	8.00	10.00	9.00
3	Jon Waggitt	29.00			10.00	10.00	1.00	8.00
4	John Chacksfield	29.00	6.00	5.00	5.00	4.00	7.00	6.00

Ladies Championship

Pos	Driver	Total-Lowest	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
1	Clare Sullivan	85.27	16.97	8.62	16.87	17.03	17.33	17.07
2	Lynn Owen	38.26	11.16	14.42	12.68			
3	Lynette Banks	8.28	8.28					

BIGGLES FLIES WEST

Harewood August 25th

Peter Herbert

Harrogate pilot James Blackmore added the Massingberd Trophy to his rapidly filling trophy cabinet when he drove his 1370cc OMS to a narrow Summer Championship Meeting FTD. Fellow Yorkshire spa town resident Martin Vesty's diminutive OMS 2000M was but 0.14s adrift with Tim Wilson's 1200 2000M completing constructor Steve Owen's dominance a further 0.11 behind.

Things might have been different had the Pilbeam MP58 of Alan Newton and 'come back kid' John Garnett not destroyed its crown wheel in practice. Yet such is the pace of modern ultra lightweight motor cycle engined single seaters that even Formula One power can no longer guarantee top honours.

A fine sunny August Sunday greeted an eclectic field of competitors that included for the first time on the long course, motor cycles. Citroen 2CV race cars also graced Stockton Farm's hallowed slopes for the first time and some turkey even turned up in a diesel estate!

First to lay rubber were Bert Hadley Championship contenders and it was John Skeavington's well driven Austin Seven Ulster that set the pace in this series for pre-war Sevens, named in honour of works racer Pat Driscoll's former mechanic and very capable driver in his own right. Alan McBeath led the initial pursuit in his Seven but it was the Ulster of Alan Fairless that came through to claim second place, 1.86s shy of the winner. And it was good to see Harewood scrutineer Geoff Harrison out in his Seven Gorden England Brooklands model, sharing with son Greg.

Gary Adnitt headed the enthusiastic Deux Chevaux pilotes, a modest 45mph Quarry Straight speed trap figure belying some very spirited body rolling motoring. An engine swap following practice, and not to a V8 it must be stressed, allowed Graham Harper to keep Adnitt honest, 0.91s astern. A further 0.39s behind was Neil Thompson with Ainslie Bousefield and Mick Storey next up and only 0.06s apart.

A well supported 1400cc Road Modified class saw Jonathan Mounsey setting a new record on his ex-circuit racing Citroen AX's opening run, over half a second inside reigning hill champion Geoff Goodwin's April 2002 mark. In fact Goodwin could manage no better than third following the Midget's practice misfire dramas, and it was the hard driven frogeye Sprite of Stuart Bullas that survived a practice trip into the Quarry Corner ditch to snatch

second place, 0.73s off the French hatch's pace and a slim 0.04s ahead of the champ. Clare Sullivan was a gutsy fourth with her Mini holding off the Peugeot 205 of Mike Geen to the tune of 0.15s.

Yorkshire hillclimb legend Bobby Fryers recovered well from a brake-less practice excursion into the cheap seats to keep his championship hopes alive with the still for sale Clio Williams. The Vel Satis (spelt correctly this month) had sneaked into the paddock again to scare the opposition, and even John Ellison's superb Elan Sprint was unable to trouble the dashing Bobby, the Lotus 4.22s slower. Mark Hollingsworth's Clio and James Kerr's Peugeot 106 Rallye led the chase.

The 2 litre contenders were followed by the unlimited boys, and at the sharp end just 0.75s covered the top trio. This was essentially a McAuley - Sykes contest, with Andy McAuley's very fine BMW M3 Cecotto and Richard McAuley's Impreza sandwiching David Sykes' blown Peugeot 205 Gti. After a spirited contest John Slater urged the big Jag clear of Mike Baxter's Renault 21 Turbo. Whilst this month's 'lantern rouge' was Peter Herbert, pressing his BMW 330D estate into service whilst the Westfield languishes in bits in his spannerman's garage. Is a 76.2s climb a diesel record? Answers on a postcard.

Bob Bellerby was the man in the 1700cc Road Modified Kit Car class, but not without a fight. Tony Brumfield's hard charging Sylva Mojo was the initial pace setter, but once the Harrogate haulier got his new Bridgestones dialled in, it was the Bellerby Sylva Striker to the fore, with a modest 0.43s winning margin. Robert Warwick's Westfield was a further second away in third place.

Wakefield Westfield wheeler Matthew Sutcliffe headed the unlimited runners with an identical opening run time to Richard Vale's Caterham. Unfortunately Vale ended his day in the Quarry gravel on his second ascent, and Sutcliffe set further times to secure the win. The Westfield of Peter Walker took third, only 0.71s slower.

The first of the Modified Production classes saw Joe Harriman's Cooper S 2.45s clear of Stuart Bailey's Cooper S, that in turn was 0.77s ahead of the energetically conducted Cooper S of Roy Bolderson. In fact it was a Mini adventure.

The remaining Mod Prods were merged with the Sports Libres and it was the Mellor Coachman Les Procter who put his twin Suzuki engines to good use to see off Graham Henson's Radical by a healthy 4.58s in the glorious black OMS sports racer.

Single seaters were next to grace Harewood's hallowed slopes and it was Andrew Henson who

dominated the Formula Ford thrash. The Lancashire (Yorkshire's west coast) based Van Diemen repelled Stephen Walker's Swift attack by 2.71s, well clear of the duelling Van Diemen and Ray of Mark Moran and Kevin McGrath.

A three way 1100cc Racing Car struggle was resolved in favour of Martin Vesty's OMS, an impressive 56.35s climb being quick enough for second FTD. The newly wed Dave Banner made a fight of it, just 0.29s slower in his OMS, whilst yet another example of the marque John Chacksfield's was a further 1.14s astray.

Never separated by more than nanoseconds, James Blackmore and Tim Wilson pushed the limits of their OMS racers in the 1600cc class, with the former setting FTD as he took a 0.25s win. Flying westward through the finish beams into the setting sun, James closed the Harewood FTD title gap to two points behind hill school instructor Wilson.

The 2 litre class was the province of George Bleasdale, a 100mph Quarry Straight blast securing the Scarborough based Pilbeam MP62 driver a 0.78s victory over Ian Thomas' MP52. Hamiltons pere et fil chased hard in the family Quest but were split by Jonathan Rhodes' Delta.

Car runners concluded with the merging of four classes and with the demise of the Newton-Garnett Pilbeam it was Jon Waggitt who took the spoils. With the Reynard Gould's trick motor back at Swindons for some serious attention, the old ex Marshall, Lines, Waldron, ex everyone TVR Tuscan was rolled out of the showroom and a 1.16s win over Simon Bainbridge's radical Audi S2 Coupe was the result. The Tuscan's price has now been increased no doubt. A plucky third was Don Burt astride the YKC Raider.

But it was not all over yet. Enter the nutters, and the seriously deranged world of biking. Up to 250cc machines were first away and Michael Giles made the long trip north from Devon worthwhile by snatching a narrow 0.12s win on his Yamaha YZ from Ian Escreet's Aprilla RS250.

Patrick Dolan proved quickest of the 350cc runners, his elderly Velocette almost five seconds up on Mark Youens Suzuki. Former British Champion Glyn Poole was never remotely troubled in the 500cc class, a fine ride on the Honda CR earning a 7.56s victory over Darren Brown's Yamaha.

Brett Haley was the star of the 750cc class, his Yamaha 3.18s faster than Les Wylde's Husqvarna. Damon Cockcroft was a strong third with his Kawasaki, but only 0.21s in front of the Honda of Dave Wills.

A scary looking series of ascents by John Woods set the 1300cc class pace. Holding a 'wheelie' out of Farmhouse and touching 86mph through the trap that follows, the Weslake KSS was more than five seconds down the road from Sam Matthewman's Suzuki. The acrobatic award went to Adam Ward, whose Moto Guzzi arrived at Farmhouse Bend some seconds before he did, fortunately without injury.

Not for those of a nervous disposition, motor cycle side cars and single wheel drive three wheelers were next, and the very tidy BMW powered combination of Harry and Carol Foster was the pace setter, more than a second quicker than Simon Blenkin and Paul Nelson on an FRS.

An FRS is a Fred Reeve Special. This lethal looking three wheeler makes bungee jumping look like an afternoon in a cake shop. On such a 1200cc projectile Jason Reeve and Steven Hoole blasted up the course in a remarkable 61.34s to set the motor cycle FTD, blue tyre smoke pouring from the unloaded front wheel as this device rocketed out of Farmhouse to set a 93mph trap time. Fred Reeve himself, the crazy mind behind this weapon of mass destruction, was the other two wheel drive runner, Jack Woods the impossibly brave passenger. Apparently a three wheel drive version has been tried on a runway but it was impossible to keep it within the county, let alone the airfield.

So a most entertaining meeting came to a close and once again thanks must go to the hard working organisers, officials and marshals. Praise too must be bestowed upon new commentator John Green who kept up the chat throughout before a large and appreciative audience.

Results

Pos	Name	Car	Time
19	John Skeavington	Austin 7	80.02
21	Gary Adnitt	2CV	81.35
1	Jonathan Mounsey	Citroen	R70.09
2	Bobby Fryers	Clio Williams	68.81
3	Andy McAuley	BMW M3	71.23
4	Robert Bellerby	Sylva Striker	65.35
5	Matthew Sutcliffe	Westfield	67.30
6	Joe Harriman	Mini	68.07
9	Andrew Henson	Van Diemen	62.40
E+F	Les Procter	OMS SC3G	59.90
8+C+G	Jon Waggitt	TVR Tuscan	61.96
I	Martin Vesty	OMS	56.35
J	James Blackmore	OMS	56.21
K	George Bleasdale	Pilbeam	58.17
Solo Bike	John Woods	Weslake KSS	65.23
3 wheel	Jason Reeve	FRS	61.34
FTD	James Blackmore	OMS	56.21

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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!

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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.

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Winner of British Hillclimb/
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Hold approximately 3 gallons	
Three Avon A26 8.5 x 23.3 x 17 slicks	£200
One brand new	
Three Avon A26 9.0 x 23.3 x 17 slicks	£200
One brand new	
Set of Dunlop 548 slicks in the above sizes, one event only,	£500
ideal for long continental hills	
Set of 1300 Ford BDH forged pistons and rods	£300

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0191 301 8723 (O)

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SALE**

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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
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HKS head gasket, Gems management
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Unused since overhaul

With all spares including 16 compomotive
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This car has served me well and is in
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Four 6 x 15" Vauxhall Alloy
Wheels (5-stud), fitted with 195/
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Many class wins, full race
1300cc Philspeed Ford
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2 meetings in 2002,

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Reasonably priced

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Fax: 01625 586919

ANNUAL COMPETITIONS 2002

1	Andrew Henson	C	42	(54 - 12)
2=	Mike Shorley	M	38	(49 - 11)
	David Dalrymple	O	38	(49 - 11)
4	Simon Bainbridge	C	36	(42 - 6)
5	Tim Wilson	C	35	(42 - 7)
6	Bobby Fryers	C	34	(34 - 0)
7	Robert Bellerby	C	33	(44 - 11)
8	Richard Hardcastle	O	30	(39 - 9)
9=	Simon Clark	O	29	(38 - 9)
	Geoff Goodwin	C	29	(29 - 0)
11=	Graham Wride	O	28	(37 - 9)
	Pat Kenyon	O	28	(37 - 9)
13	Robert Warwick	C	27	
14=	Keith Davison	M	26	(35 - 9)
	David Naylor	O	26	(35 - 9)
16=	Brian Kenyon	O	25	(34 - 9)
	Richard Hooper	O	25	(34 - 9)
18	Peter Walker	M	23	(32 - 9)
19	Adrian Martin	C	22	(31 - 9)
20=	Tim Bendelow	M	21	(30 - 9)
	Carol Wride	O	21	(21 - 0)
	Ian Thomas	C	21	(27 - 6)
23=	Daphne Walker	M	20	(26 - 6)
	Trevor Jackson	C	20	(20 - 0)
25	Stephen Walker	C	19	(19 - 0)
26	Alex Graham	C	18	(18 - 0)
27	Gary Carnaby	C	15	(15 - 0)
28	Steve Owen	C	13	(13 - 0)
29=	Lynn Owen	C	12	(12 - 0)
	Oliver Heselton	C	12	(12 - 0)
31=	John Tooby	C	9	(9 - 0)
	Colin Ellenden	C	9	(9 - 0)

The Pearce Trophy	Andrew Henson	42
The Firth Bowl	Pat Kenyon	28
The Ken Lee Trophy	Simon Bainbridge	36
The Chippy-Iola Vase	Pat and Brian Kenyon	53

Any queries to Tim Bendelow on 01423 536253



Jonathan Mounsey, in his Citroen AX GT, took the Class 1 record into the 69's.

Steve Wilkinson

THE TOMMY WISE TROPHY IN MEMORY OF MIKE WILSON

Nikki Wise

Many things have been, are being and will be written about Mike Wilson. All I would like to put on the record are my own personal thoughts.

Most of the people reading this will have known, or know of Mike Wilson, but maybe only a very few will have known, or even heard of Tommy Wise. Tommy was my father, and he and Mike had many adventures together, most revolving around motor sport. The links between the Wise family and the Wilson family go back many, many years. Mike was first introduced to my parents at the Pavilion Hotel in Scarborough at the start of one of the infamous Scarborough Weekends. He was met off the train on his return from India after the war - he hadn't even been home!

about the progress of the "local lads" in the rally. According to legend, all my mum could say was "it's a girl, it's a girl!" The story follows that the headline in the paper was "It's a girl - first daughter in five generations" accompanied by a photo of Tommy. I feel this could be apocryphal!

T'he two families were always close, with Mike's mother becoming my godmother. When I went to boarding school in Harrogate, my exeat afternoons were spent at Silver Royd, playing "jacks" and eating Auntie Connie's potato cakes and some glorious chocolate concoctions called "Timmy Thompsons"!

Boxing Days were a tradition, with Connie and Mike coming over to Tommy and Pat's for roast



Friends of Mike Wilson at the unveiling of his plaque

(Chris Seaman)

Mike became Tommy's co-driver and navigator on many rallies in Jowett Javelins and Jupiters, both overseas and in Britain, including the Alpine, Lisbon, Tulip, Monte Carlo and RAC, and as many people know, Mike was the official timekeeper in the pits during the Jowett Jupiter class win in Sagacious 2 at Le Mans in 1950. Tommy used to say that Mike's skills in navigation and map reading outweighed him! There are many tales, printed elsewhere, about their escapades in Europe and the UK.

Mike and Tommy were away on the Monte Carlo Rally in 1950 when I was born. The local newspaper (the Telegraph and Argus I believe) telephoned the family home in Rawdon to ask

goose etc. Much food, drink, dancing, laughter and 'turns' such as Mike's "Death of Nelson" and Ted Booth's "Guzzler's Gin" were the order of the day.

When my father became so ill and subsequently died in 1985, Mike just appeared again. Whilst I supported my mother, he gently supported me. My mother died suddenly in 1988, and Mike again was wonderful. Without being forceful, he came over to Scarborough most Sundays and we would go out for lunch, then go "exploring"! Home for a cuppa, and off he would go, back to his beloved West Riding of Yorkshire.

Nick Paynter came into my life and the two of them got on like a pair of naughty schoolboys! exchanging rude stories and jokes (from Mike's

endless store. Mike would share with us many stories of when he and Tommy went away on their motor sporting activities. (I learned a lot about TCW this way!)

During the time when his mobility became a problem, our telephone bills became enormous! We would chat away on most evenings, about big things and little things. I must admit when he started talking about computers, or trains, I could go into a trance and switch off. I don't think he ever really knew, but I reckon he guessed!

Both my father and Mike have been huge influences on me during my life, guiding and leading me, and it is in honour of both of them that I give the Tommy Wise Trophy in memory of Mike Wilson to the BARC, with love, to be awarded to whichever member of the club is deemed by the committee to have contributed most to the spirit of the club and motor sport.

Thank you

Dear Editor,

I felt I must write to thank the Committee for the great honour that they bestowed on me last Sunday when they awarded me the Tommy Wise Trophy. It is always special to be the first recipient of any award and an award in the memory of Mike Wilson is particularly special.

This award caused me to reflect on my relationship with Mike that stretched over almost forty years. When I joined the Centre in 1963, knowing no one in the Leeds motor sport crowd, it was he who made me welcome to the club and introduced me to the active group at that time. He was behind me, guiding me through various posts at Harewood, from spectator marshal to start marshal to chief start, deputy chief observer, chief observer and then as his deputy clerk of course. For a year, when Mike was unable to act as clerk, I was clerk and he was deputy but guess who did the pre-event work and who organised the meeting? Eventually when Mike had to relinquish his role at Harewood I reluctantly took over. I found then that all his years of help and advice stood me in good stead. As well as the meetings, there was the preparatory work, repairs (we used to build our own fences in those days) and of course the ever present wiring. Mike was the leader in all of this.

Apart from Harewood, I worked with Mike at many other events, including the Castrol Quiz series that he organised. I can honestly say that without Mike Wilson's support and guidance I would not have had the hobby that has lasted for the greater part of my life and has given me so much pleasure.

Thank you.

Richard Hardcastle



Nikki Wise presenting the Tommy Wise Trophy to Richard Hardcastle with Mike Wilson 'looking on'.

(Chris Seaman)

GREENWOOD CUP MEETING

Saturday 14th September 2002

John Green

A chill wind from the north gave a distinctly autumnal feel to the September Saturday meeting at Harewood. The meeting proved to be a worthy curtain raiser to Sunday's 40th Anniversary Hillclimb and Harewood Championship final. It was a round of the Porsche Club Speed Championship, Ferrari Hillclimb Championship and the BOC Gasses Northern Speed Championship. It also gave contestants in Harewood's own championship a chance to try out any demon mods or different techniques before Sunday's final.

Practice saw twelve incidents, mostly spins, few requiring action from the marshals. Perhaps the most worrying of those for FTD series leader Tim Wilson was a suspension failure. Constructor Steve Owen was away at Doune, but Tim was inundated with helpers during the lunch interval, including ace spannerman and Centre Chairman Simon Clark. The OMS was soon restored to full health.

The times began with the Ferraris and Jon Goodwin, currently leading the Ferrari Championship in his 355 GTS, took 0.8 seconds off his own record to take the class in 65.16 seconds. Richard Allen, who a few weeks earlier was exercising a very nice 275 GTB at Shelsley Walsh, held off Geoff Dark's 308 GTB for second place.

Porsche cars classes P1 and P2, that's over 250 bhp and 206 to 250 bhp respectively, fell to the 3.8 litre 911RS of Paul Howells in 64.25 seconds. Hot on his heels, or should that be wheels, was Cornishman Jonathan Williamson only 0.04 adrift. Mike Johnson took third in the ex-Malcolm Pinder 911, now with 3.6 litres. The under 200bhp Porsches, classes P3 and P4 went to the father and son team of Geraint and Ben Evans. Father Geraint just keeping 0.06 seconds clear. Simon Butterworth took third for the water-cooled brigade in his 924S.

Mike Geen's Peugeot 205 took Class 1 with a 71.07 second run. Upholding Longbridge honour for second and third places came Ladies Champion Clare Sullivan and HSA member Stephen English. The up to 2000cc Road Modifieds saw the shared Mk1 Escort of Iain Ball and Adam Warren 1st and 2nd respectively, edge out the Lotus Elan of Thirsk driver John Ellison.

Class 3 brought another Ferrari victory for the two tone F355 of midlander Brian Jackson, who was almost a second clear of second place man

Mike Sidgwick. Mike had brought along his 3.9 litre Morgan instead of the Pilbeam sports racer as the Pilbeam was suffering oil pump drive problems. Mike is usually a bit faster than 69 seconds, but was complaining of lack of grip from a new set of tyres. Ilkley man Michael Burdon's silver 2.7 litre 911 came in third.

Road Modified kit cars up to 1700cc saw Robert Bellerby continue his winning ways from the August meeting taking the class in 65.39 seconds. Dale Cordingley was second in 65.53. The August 25th placings were reversed for third and fourth, the see-through Sylva of Mike Smith taking third with a 0.09 second margin over Robert Warwick's Westfield.

Class 5 saw a similar situation. Matthew Sutcliffe the winner, but second and third reversed from the August meeting with Peter Walker just beating Richard Vale.

Class 6 was a Mini benefit with Joe Harriman two seconds clear of Roy Bolderson, who had hit the barn wall in practice - not very hard obviously. After beaching his car at Orchard Corner on his second run, Stuart Bailey was third ahead of David Coulthard's Midget. The shared Vauxhall Nova of Mark and Stephen Hemingway took 1st and 3rd in Class 7. Fellow Wigton Motor Club member Andrew Smith separating the two in his Lotus Elan.

Class 8 saw a guest appearance from Richard Spedding sharing the family E Type with Chris Mason. Father Haydn was no doubt preparing himself for the onerous task of being a 'Harewood Legend' on the Sunday. Richard put in three 62 second runs taking the class in 62.27 from Simon Bainbridge's Audi. David Rushton brought his Plus 8 Morgan into third less than half a second ahead of Claude Spencer's MGB V8.

Formula Fords saw Andrew Henson's Van Diemen comfortably ahead of circuit racer Neil Hunt's Mondiale. Neil is leading a Charity appeal for Eve McGuire, a little girl who needs medical care in the USA. BARC Yorkshire Centre is making a donation to the appeal from the weekends takings. Trevor Jackson was third in his immaculate Lotus 51C painted in pre-tobacco sponsorship Team Lotus colours.

Hefin Davies was a runaway leader in the merged classes A and B with a 60.42 second run. The bike engined Locost of Graeme MacTavish beating the bigger engined Class B runners to take second. Keith Gate's Sylva was pushed back to fourth by Jim O'Neill's Westfield. Keith's brother Brian, who used to share the car, has retired to become team manager.

In the small Sports Libre class Graham

Henson's 1100cc Radical managed to separate the 1298cc car of Steven and Stuart Woodcock, Steven 1st, Graham 2nd, Stuart 3rd. Les Procter's twin engined OMS repeated the August class F victory with a 60.94 second run. Philip Major's Mallock demoting York's Jim Naylor to third.

Class I saw Dave Banner's OMS victorious, his 57.04 good enough for 3rd FTD. John Chacksfield's OMS took second some 0.8 seconds adrift whilst the drum braked car of Dave Kitching, which matched Dave's trap speed, took third. All three using Kawasaki 22R power.

Class J for racing cars up to 1600cc saw the bike engines ahead of the car engines. James Blackmore continued his class winning ways with Tim Wilson, current FTD series leader, some 0.3 seconds behind. The Suzuki Hyabusa powered car of Mick Lancashire taking third. Tim Wilson's trap speed was the fastest of the day at 99mph but he had to settle for second FTD behind class leader James who set FTD with 56.53 seconds.

Up to 2 litre racing cars saw Ian Thomas take the class, one spin, one failed run notwithstanding. Ian's Pilbeam was ahead of Mike Slinn from Sheffield in the 1974 March 742. Mike keeps this car in its original colours, in fact with the exception of the nose cone, its original paintwork. The car was raced by Minardi in Formula Two events driven by Giancarlo Martini.

Alan Newton took the Class L win in the Pilbeam DFR having recovered from the

mechanical maladies he suffered at the August meeting. Robert Romeril came all the way from jersey with the ex-Ray Rowan 4 litre Roman to take second.

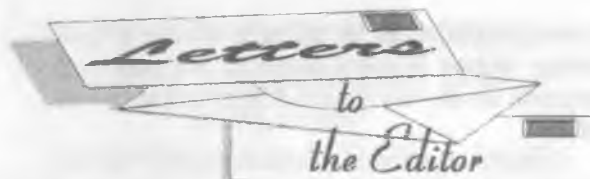
Despite numerous incidents during the day resulting in 23 red flags, Clerk of the Course Richard Hardcastle and his organising and marshalling team ran a tight ship to ensure that the third runs were not lost. The day's activities continued with a barbecue in the clubhouse organised by Keith Davison and his team, an excellent night - I particularly liked the spicy sausages.

Results

Pos	Name	Car	Time
10	Jon Goodwin	Ferrari F355	R65.16
14A	Paul Howells	Porsche 911RS	64.25
14B	Geraint Evans	Porsche 911 Carr	67.75
1	Mike Geen	Peugeot	71.07
2	Iain Ball	Escort Mk1	70.48
3	Brian Jackson	Ferrari F355/C	68.09
4	Robert Bellerby	Sylva Striker	65.39
5	Matthew Sutcliffe	Westfield	67.01
6	Joe Harriman	Mini	68.76
7	Mark Hemingway	Vauxhall Nova	69.41
8	Richard Spedding	E Type Jaguar	62.27
9	Andrew Henson	Van Diemen	63.30
B	Hefin Davies	Caterham	60.42
E	Steven Woodcock	Radical	61.90
F	Les Procter	OMS SC3G	60.94
I	Dave Banner	OMS	57.04
J	James Blackmore	OMS	56.53
K	Ian Thomas	Pilbeam	62.61
L	Alan Newton	Pilbeam	57.63
FTD	James Blackmore	OMS	56.53



Harewood Speed Hillclimb Championship Top Ten (or those who stayed for the photo!)
L to R back row: Mike Geen, James Blackmore, Jonathan Mounsey, Simon Bainbridge
Front row: Geoff Goodwin (Overall Champion), Clare Sullivan (Ladies Champion), Tim Wilson (FTD
Champion) and Andrew Henson. (Chris Seaman)



Pat

Please pass the thanks of the 2CV Racing club to all involved in putting the event together. Everyone enjoyed themselves & we don't seem to have showed ourselves up too much. We seemed to be 20mph down through the speed trap on cars we were doing comparable times with, so we were happy with what we did.

I hope people enjoyed our cars & hope we didn't cause you any troubles. The event was clearly well organised & we all appreciate how difficult it is to get these things put together.

Many thanks for putting it all together, look forward to seeing you again at the Autosport show

Mick Storey

Hi Pat,

Just a quick line to Thank you and your fellow organisers and marshals at Harewood for inviting us 2CV racers along at the weekend.

My wife and I really enjoyed our first experience of hillclimbing and are sure to return to Harewood in the future.

The most memorable thing for both of us though was how welcome we were made to feel by yourself, the marshals and the other competitors, a great weekend of motorsport for those who have a passion for it!

Thanks again.

Gary & Anna Adnitt
Collier Racing Citroen 2cv

Dear Pat

Thought the meeting this weekend (14/15 Sept) was brilliant. The 'Legends' were great! Many thanks to all concerned. Comments from the other MGCC competitors that I spoke to were that the meeting was well organised and a pleasure to attend.

Regards

David Coulthard

Dear Pat

Well, what a fabulous weekend that was, so many friends, such good humour and great competition.

With no pressure to do well, I felt really relaxed and able to let go, so to speak.

Meeting people - heroes of mine like Nicky Porter, how friendly these old competitors from the past are.

Cold on Saturday when I was a spectator, but warmer on Sunday when my adrenalin was up!

Thank you for inviting me to be a 'legend'. I was in with some real class people and I loved every minute, including yours and Brian's company at the barbecue. It was a shame John Casey couldn't compete due to his mechanical failure, it would have been interesting. I did offer him a drive but he declined.

Thank you to everybody concerned, you did the Yorkshire Centre proud.

Richard 'The Yellow Peril' Hargreaves

Richard,

Please could you forward this to all those concerned, especially Pat, Simon and David.

It is now almost two weeks since the 40th anniversary meeting at Harewood at which you very kindly accommodated my fund raising activities and co-operated with the needs of the beeb.

I can't give you a final total as to how much has actually been raised because the money is still coming in (over £800+ this morning 24/09/2002)

However the response to this event and the subsequent TV and press coverage which it allowed has been spectacular:

The Tuesday after the event there was £4250 in cheques in the post, most of which were as a direct result of the Hillclimb exercise. Money has continued to come in regularly since and the indication is that most of it relates back to the 15th.

With the money raised on the day added to the donations received after the first broadcast from the school coupled with funds received since, the amount raised which has come as result of your help looks like being £10,000 - £12,000 which is absolutely fabulous.

I would, therefore, like everyone who helped to know how much I appreciate the help you have given. The donating public obviously felt inspired by the tone of the event and we are now well over half way to our target as a result. Eve's family no longer talk about it but when the operation will take place and we are already booking the out-patient appointments needed to design the "tool" which will be used to re-construct Eve's facial structures. Eve has already now realised that the reality of losing her Trach tube is no longer just a dream and is extremely excited at the prospect.

The efforts of BARC and Harewood Hillclimb have been very significant in helping to get this far and your help is hugely appreciated.

Thank you once again

Neil Hunt

The address for donations is: Eve McGuire Trust,
PO Box 178, Rawdon, Leeds, LS19 6WZ

Town End Cottage, Occupation Lane, Stalmine
Nr Blackpool, FY6 0NA

Dear Pat

May I make a plea through your well read pages for information which some of our more senior members may be able to furnish.

Some two years ago Jamie and I bought a very bedraggled Sports Racing car called a Mistron which was owned and driven by a Dennis Pegg. He also used to run a Lotus 11 which he held the class record with.

The Mistron had a full tubular chassis and clothed in an aluminium body. The 1200cc Ford engine was mated originally to a VW gearbox and later had a Mk6 Hewland added. The colour was light blue and the only trace I can find is from a photograph found by Steve Wilkinson dating back to September 1976 at Harewood.

As the car is nearing a total rebuild any info on the car and driver would be greatly appreciated.

In closing can I say how much I enjoyed commentating on the September event including the Harewood legends Class. This brought back memories of my only claim to "fame" when I was 2nd in class with my wife's TVR way back on 23rd July 1967.

I think I must have started commentating shortly after this, as I sadly still come in second to the likes of Robin Boucher and Jerry Sturman.

Roll on the 50th Anniversary when maybe I will be invited to drive the Mistron up our fabulous hill.

Regards

Jerry Hylton

Dear Pat

In the last edition of the Times there were a couple of points that prompted me to put pen to paper or was it to get on my high horse! Now I am not one to complain, but

Firstly let's take the comment in Tim Wilson's article relating to the 'poor support' for the Harewood classes at the May National meeting. As one of the competitors who stayed away, I thought my views may be of interest!

At this National Harewood meeting we get to see some awesome cars, but the rest of the field is a bit thin on the ground. Many of us stay away because these National meetings are a drag.

The 'top national boys' are the culprits. They can be real prima donnas at the start line and slow down the proceedings. If any of us lowly irks tried this we would, not unreasonably, be told to get to the line or forfeit our run. When I attend other venues the organisers are strict and apply regulation L 9.4.6 in the Blue Book by telling competitors who pratt about, that they have 2 minutes to get to the line. Yes I know the drivers will find all the valid excuses under the sun (or rain) to give themselves more time, but we need to apply this rule to strictly keep the meeting running.

At Harewood we also have a tendency to allow the national competitors to run a single car on the track at any one time (and not just for the top 12 run offs), where normally we have three or four cars on the course at a time. And whilst I am on the subject how come the 'top 12' get two extra runs for the same money?

The July event has up to 180 competitors over two days. This just makes it more expensive and time consuming for the competitors, especially those travelling from a distance. To put it mildly the two day meeting is a pain in the backside and poor value for money/time! Whilst those competitors who did attend presumably had four practice and two timed runs in two days, I had two practice runs, four timed runs and a fun run at Three Sister on the Sunday of the same weekend.

I know its not only me that thinks like this, ask around its easy to pick up the comments and views of the drivers. Until these issues are addressed regular competitors are likely to stay away in increasing numbers from the National events.

The second point I picked up on was made by Martin Vesty, who commented how good it was having a time display at the end of the Carnaby Two runs. Carnaby is a temporary venue like Aintree and New Brighton, yet they provide a time

display for the competitor at the end of the run so the driver knows how he/she has done straight away, not 15 minutes later. Other permanent venues such as Three Sisters and Curborough usually have the time displays too. We class ourselves as the North's Premier venue but still don't have this basic facility, even though it has been promised for many years at the Class Forum. As a competitor I want to know immediately how I have done so I can assess what went right and what could be improved.

Come on Harewood lets get our act together before its too late.

There, that's better; I've got it off my chest!

Dale Cordingley

Dear Pat

I'm sure by now that the Yorkshire Centre will have seen the criticism of Harewood by Jerry Sturman in the Hillclimb and Sprint Associations magazine "Speed Scene". (Just in case, Mr. Sturman voiced his concern that the commentator had no direct link to the time-keepers and had to rely on the public display board in the field behind the farmhouse).

Having sat and watched my fellow competitors, whilst listening to the commentary, I think he has a point! Many is the time I've heard the commentator struggle to observe a time before it disappears from the display, only to miss the following car spin off the track, roll over twice and burst into flames. Fortunately, an exaggeration on my part, but you get the drift. It does seem that Harewood is rather lacking in this department.

Correct me if I'm wrong, but wasn't a commentators link an integral part of our new and much heralded timing system, along with first sixtyfour foot times and 'split' times at various points on the track? What has happened to such features?

At each Class Forum I have attended over the past few years, I have made the request for a timing display to be placed on the sleeper wall at the end of the finish straight. This would immediately tell the driver his time as soon as he crossed the line. Again, this is a feature to be found on most venues these days, yet is sadly missing from Harewood. Surely, such a display would take the pressure off the officials in the paddock office? No more would drivers need to pester them for a time, instead of waiting for it to be displayed on the excellent, but slow, computer system.

Without doubt we have the best hillclimb in the country, but I feel we still being let down by our timing system. A report on progress, problems encountered and future plans would be much appreciated.

Whilst riding high on my soap-box, I would question the wisdom of inviting motorbikes to events. With the possible exception of the sidecar outfits, as a spectacle, they seemed a little dull. If we are having problems with noise, why invite bikes with virtually open exhausts? Am I right in thinking they have a strange, easily passed, noise test based on engine capacity or stroke, rather than RPM? And if Harewood events are oversubscribed with cars(?), why add to the problem by inviting other forms of motorsport?

Yours sincerely,

David Coulthard

Editors Note: Any letter I receive requiring a reply, is sent to the committee for their attention

Dear Pat,

I have seen the two letters from Dale and David respectively and felt that a fuller explanation of the timing situation and the RAC rounds runs was appropriate as well as a thought on the bikes. Both gentlemen are not the complaining type so when they do put something to you, you take notice.

Firstly the Timing System.

As many of you know we experimented with a system commonly used through the UK Hillclimb tracks and hoped to come to a deal. Unfortunately the owners of the system were not interested in selling it to us and we felt the cost of hiring the system and team, too expensive. Coupled to this they were unable to warrant that they could do all our meetings due to clashes with other events where they already operated.

At this point we approached a company who timed the Downhill Ski Championships, International Rallies etc. who had the technology, credibility and references we felt appropriate for Harewood. The same company timed this years European Athletics Championships.

The committee, in conjunction with our MSA timing team, wrote a detailed specification of requirements that could be met by the company. This included 64ft. time, multiple splits and finish

with the option to display the data on our old scoreboard and new ones as well.

At this stage we asked for a demonstration of the system on site with our cars providing the moving part and I have to say everything performed extremely well on the day and we found areas that required development to meet your requirements. We placed the order on this basis and worked with Jenny Woodfield to advance the results package to allow the new data to be automatically displayed on the screens in the unit.

On its first trial we found problems with things like red flag runs and many minor glitches that I am afraid we still do not understand even when they have been cured.

We then experienced cable interference from telephone and fax lines which was corrupting the data in the cables, so we laid a new cable to the finish and started to look into modem transfer of data from beams to clock and from clock to results and commentator. This threw up problems of its own in that when tested on the bench they worked but on site they would just crash for no apparent reason. This was carried out with the old system running in parallel to minimise inconvenience to you but our frustrations continued, probably, even faster than yours.

We then sent the system back to the supplier to have it tested through and revisions were made which seemed to address the problems we had encountered in the system in terms of data from finish and splits to the clock. Then a new phenomenon arose in that the transfer of data from the clock to the scoreboard; commentator and results was failing intermittently. This was tested at the driving school and the last meeting and the belief from expert advice is that modems transferring data from clock to results etc. were picking up signals from another transmitter in the area that corrupted our data. We believe this has been rectified by changing the frequency of the modems and by laying a new specialist screened armoured cable which will carry uncorrupted data.

You will be encouraged to know the timing system is now good, strong and reliable and we are very confident that the data transfer will be as good in the very near future. Jenny's system is ready to take the data in and works.

When the system is complete you will have, on immediate display, the following information:

- * 64foot
- * 2 Splits
- * Speed trap
- * Finish time
- * Scoreboard display of time and speed

* Time display on end of Paddock office above the barrier

It continues to be the wish of the whole committee that Harewood moves back to the top of the tree for quality, value for money and safety and I accept that the information provided by the timing system is letting us down at the moment.

Secondly the issue of runs and value at RAC rounds.

We have been privileged to host 2 rounds for the last 2 years. This year we had a one day meeting in May and a 2 day meeting in July. Members should recognise that the MSA instruct us how to run these meetings but it is fair to say any one doing the May meeting would have had 4 runs and we wanted to make that 5 but the regulations, as written, did not allow for this (rectified for next year). In July I believe it should be possible to have 4 runs on the Saturday and 3 on the Sunday, albeit only 2 of these to count. Now 7 runs for a standard entry fee is not bad and if you don't like the overnight then 3 runs to do 1 day of an RAC round is ok I feel. In addition next year we will only reserve places for the number of registered contenders so all other places will go on a first come first served basis with advice on the rest going out approximately 2 weeks before the event.

Finally the motor bikes.

We were offered the bikes by a committee member as an experiment. We chose a meeting that is usually not full on the basis we had nothing to lose. Speaking for myself I felt the side car outfits were one of the best spectacles I have ever seen on the hill and it is the first time I have known the office be locked and everybody be lining the hill side. Yes, some were not as impressive, but some cars are not as impressive as others. I hope we have room for them next year because it brings different elements of competitor, marshal and spectator together in much the same way as the Production Car Trial and Autotest did at the last meeting. Interesting to note they are the 2 biggest gates we have had for about 10 years.

I hope this addresses your points and makes you all more aware and understanding of the problems we have experienced and I hope passionately that your next visit enables you to sample the fruits of our labours.

Simon

Dear Pat

I hope you publish this letter in the 'Times' as I believe it has a message for those who wonder what is wrong with our 'sport'.

I had looked forward to Mike Wilson's Memorial meeting because he had done so much for Harewood and the Yorkshire Centre. It was also an opportunity to attend the dedication of the plaque, to renew old friendships and I did my bit by entering a genuine period Porsche RS Carrera (1973) which I felt was fitting for the historical significance of the event.

My regular competition Carrera was entrusted to Mike Johnson who competes in the Porsche Championship and who was to set me a bench mark time for the car as age and competence make him the quicker driver.

Despite the sarcasm shown by the official mentioned later, obtaining tyres in 15" for 30 year old Porsches in 8" and 9" widths is almost impossible. I spoke to Michelin Technical Division, who sponsor the various Porsche Championships, having drawn a blank over several months in enquiry's made of all major manufacturers and distributors. Michelin recommended a tyre which was road legal in the desired size and accepted within the regulations for road cars in the Porsche Championship. They were bought and fitted. I assumed, wrongly as events proved that as road legal tyres neither car was ineligible for a Harewood road class. Both cars are fully trimmed and equipped, neither is lightened nor specially tuned or chipped as many road class cars are and both are driven regularly on the road and to the event unlike certain other road class cars which appear on trailers.

My regular Carrera has been accepted without complaint or demur at every event this year. Its performance is in no way enhanced by the tyres. Track day use shows that they are of little use for at least 2 or 3 laps. They were bought not for any advantage but because of insuperable problems in obtaining any 15" tyres in suitable widths for 8" & 9" rims. No tangible heat is generated over a run of 70 secs which could possibly produce any meaningful advantage. And yet chipping 4 wheel drive and turbocharging extreme aerodynamic aids are all perfectly legal. Do they not produce an advantage? The tyres on the RS were so good that I spun out on each of the 2 practice runs!

Neither Mike Johnson nor I is entered in any championship which could have been affected by the result in Class 3. We were entered in a relatively small meeting for fun and to enjoy the day with a

couple of cars which hopefully added a bit of colour and variety to the entry and in the spirit of Mike Wilson's Memorial Meeting.

Imagine my dismay when a posse of scrutineers descended upon the cars with clipboards and rulebooks. Not even the courtesy of an explanation. Some time later an official arrived and disqualified both cars as ineligible because the tyres were not 'in the book' and the tax on one car had expired and the car was illegal. In fact it was to be MoT'd on the Monday and then taxed consecutively to the expiry of the last licence but the Harewood KGB was obviously enjoying itself. Again, no explanation sought. The rules of neutral justice or even common courtesy were totally ignored.

The official, when I showed my displeasure at such arrogant behaviour, asked whether I knew who he was. I confessed my ignorance and asked to be enlightened. He refused to tell me and took pleasure in lecturing me about reading the regulations. I told him, perhaps unwisely, that this was not F1 or a competition of national significance and that I had better things to do with my time than to read the Blue Book from cover to cover for a small club event. To me it should be a relaxation. I had been sold road legal tyres by Michelin Technical department who knew why I needed them and that was good enough for me. He accused me of belittling the event and implicitly Yorkshire Centre. That I found to be an unjustified slur upon me. I first competed with BARC in 1959, before that I was a junior member and before that my father was a very active member. I am a shareholder in the Hill and I have supported the Centre over the years.

To be told by an official, who refused to identify himself, that I was belittling the club was as mortifying as it was inaccurate.

BUT what dismays me beyond measure is that there is somebody out there who did not have the courtesy and guts to mention this transgression to my face. That would have been the sporting attitude - to hide behind officialdom in anonymity is surely totally unacceptable.

I do not agree with the 'tyre rule' for a number of reasons but I accept it. Technically the cars were ineligible for that class. What is so reprehensible is that another 'enthusiast' could report the situation behind my back to the KGB for that is as they appeared by inspecting the cars without request or explanation and disqualifying them via an official who was prepared neither to identify himself nor source of the complaint. Even in the politics of F1 it would be known that it was Ron Dennis who had

complained about Frank Williams. Harewood, seemingly, has its won rules.

As I am not a cheat then I am returning the awards won by me in the car this year and leave you to donate them to the next placed driver or perhaps, and more fittingly, with my compliments to the anonymous maker of the complaint. After all he has won a technical 'knock out' and should have some reward for bringing such a miserable offender to justice!

I am so disillusioned by what has occurred that I am seriously considering whether, after a membership of 40+ years, I wish to be associated with an organisation which embraces such standards of 'sportsmanship'.

With kindest regards

Barry Newton

Simon Clark's reply

Dear Pat,

I have just received and read Barry Newton's letter following the tyre inspection at the last meeting. I know Chris is going to give a full answer elsewhere in the Times but as Clerk of the Course for the meeting I felt I should pen a quick reply.

The issue of "illegal" tyres was brought to my attention and I was obliged to act on it in the interests of fair play. Chris Seaman, who handles matters of eligibility, as Competition Secretary offered to ask the MSA Scrutineers to examine the whole class as is normal in the circumstances. This was done and it was reported to me that 2 cars in the class were legal, the rest were illegal on grounds of tyres and/or car tax.

As I see it I had no option but to move the cars and if the drivers were doing it for fun and not trophies why would that matter? I have competed at Harewood for 30 years myself as well as raced both here and abroad and I feel I am as competitor friendly as they come, but if I was sailing close to the wind at anytime I accepted the fact and got on with things. It was my job to ensure my car complied with the Blue Book and not the organisers. If I did a meeting for fun frankly the pleasure came from driving and the class was irrelevant.

Barry knowing you I would imagine this is the sentiment you really hold and that your letter was perhaps written in haste as you cannot expect any Organisation to condone the known use of an illegal car.

Simon

Richard Hardcastle's reply

Dear Pat,

Thank you for giving me the opportunity to respond to Barry Newton's letter at the time of publication. I was Deputy Clerk of Course at the meeting in question and, in the Clerk's absence down the hill I had some hand in the events concerned.

An approach was made to the paddock office by a competitor, it does not matter who - that is irrelevant, suggesting that two cars in class 3 had incorrect tyres to compete in that class. The eligibility scrutineer, Peter Bruce, an MSA appointed official, was asked to re-scrutineer all the cars in the class for eligibility. (I am sure that Mr. Bruce is as pleased as I am to be referred to as a member of the KGB.) He returned and reported his findings to Chris Seaman, our competitions secretary and a very experienced past competitor. In Simon's absence Chris and Peter approached me, telling me that in fact only two cars in the class were "legal"! I confirmed that, as per our usual procedure, the cars would be moved into an appropriate class and Chris volunteered to go and inform the drivers concerned. To the best of my knowledge the decision was not queried with Simon or myself on the day.

While as a club we do not go out of our way to harass competitors, when an apparent infringement of the rules is pointed out, we have a duty to investigate it and take appropriate action Mr. Newton. It helps no-one to make offensive comments about officials who are only trying to enforce the regulations for the benefit of all competitors.

If you consider that a regulation is unfair you have the opportunity at the annual Speed Events Forum to make your views known but once the regulation is agreed and in force we all have a duty to uphold it.

Yours sincerely

J Richard Hardcastle

Chris Seaman's reply

Dear Pat

Thankyou for giving me the opportunity to reply to Mr Newtons letter.

Let me first take full responsibility for being the 'anonymous' Official involved, regrettable and entirely my fault - I had no idea that I was anonymous, especially to a member of Mr Newtons long standing of 40+ years, that will teach me!

I agree that Mr Newtons letter does have a message but not, I fear, the one that he would wish.

Interestingly he considers the Porsche that he was driving should be a special case because of its age, obviously failing to notice that the overall winner of the Harewood Speed Hillclimb Championship was also driving a car manufactured in the same year (1973). Despite the interesting information about Michelin Technical Division and the Porsche championship it has absolutely no bearing on Harewood Classes 1 to 5 inclusive, which do not allow a tyre to be used unless it is listed by the MSA in list 1A. I don't doubt that Mr Newton has competed successfully at other events at Harewood this season (not at every event as stated). It must be assumed that the car complied with the regulations on these other occasions, but as we do not scrutineer for eligibility in every class at every event only Mr Newton will know for sure. I must admit to some surprise upon being informed by the scrutineers that 4 out of the 6 cars in class 3 were running tyres that did not appear in list 1A. This will probably result in eligibility checks, for all classes at every event, to ensure that no cheating is taking place.

If, as stated by Mr Newton, tyres are not available for a particular rim size then change the rims or enter a different class, don't just ignore the regulation and cheat.

As for spinning on both practice runs and blaming the tyres - well!!

To state that this was a relatively small meeting and entry was in the spirit of Mike Wilson and therefore should somehow be viewed differently is an insult both to the memory of Mike and to the BARC Yorkshire Centre. This meeting was the celebration of 40 years at Harewood and the finals of the Harewood Speed Hillclimb

Championship 2002, and had a capacity entry of 150 with a reserve list. I do not consider that to be small.

Mr Newton then implies that the car was not taxed because it was not MOT'd, I believe that earlier he stated that it was driven to the events and home afterwards, perhaps a further indication of someone who considers that rules are for others.

To compare any Officials of Harewood Speed Hillclimb with the KGB is an insult worthy of report to the MSA who, I am sure, would take the matter very seriously. It is also extremely insulting to individuals who give their time to enable others to take part in motor sport. There is no pleasure or feeling of achievement in discovering that competitors are not competing within the rules, only a great sense of disappointment that they are cheating against their fellow competitors.

To inform the relevant competitors of the scrutineers findings I went to where class 3 was parked in the paddock. The four competitors concerned were asked to gather and it was explained to them that their tyres did not meet the regulations for the class and therefore they would be transferred to class 8, not disqualified as Mr Newton states. Three competitors took the decision philosophically, whilst the competitor whom I now know to be Mr Newton, in his own words, "showed his displeasure" by being rude about the event, repeatedly stating that it was "only a small meeting" (in the letter he refers to it again as "a small club event") and that he had better things to do than read the rules. I am obviously missing something by not fully understanding the calibre of events that Mr Newton usually competes in.

To add a final insult to the BARC the above letter cost the editor a trip to the sorting office in Sheffield and a charge of 99pence to collect it. The rest of us accept the rules Mr Newton, and we take the trouble to put postage stamps on our mail.

Yours sincerely

Chris Seaman
Hon Competition Secretary

**MIKE WOULD HAVE
APPROVED
40th Anniversary Meeting
15th September 2002
Brian Kenyon**

After Saturday's event, which was shrouded in what is best described as 'sea fret' and damned cold with it too, the weather was obviously on its best behaviour for our most prestigious event of the year, celebrating 40 years of Harewood. The event was to honour the memory of Mike Wilson and also to decide the fate of this year's Harewood Championship. The sun shone and although one could never say that it was cracking the paving slabs, at least the wind relented a little. It was obviously a day destined for class records to fall. The Centre was keen to celebrate in style and had sent out a huge number of tickets to members and shareholders. They were rewarded by one of our largest crowds of the year. The press did us proud with good pre-publicity which encouraged the paying public to attend and swell the Centre's coffers. No matter where you went in the paddock, you bumped into someone who had been involved in the past. A wonderful and memorable day.

Confusion reigns in my mind as to the class requirements for the MG's. What I thought was the Standard road based class was won by an IDA carburred Spridget! The road-modified category was a keenly contested affair with the MGB of John Dignan, with a new class record of 70.71s, a smidgen ahead of the well driven 1380cc Midget of Allan Inwood's 70.90s. Although not claiming a podium place it would be remiss of me not to mention 5th place man John Wilman who was one of the few drivers still competing who competed at the first Harewood. James Thacker and Terry Pigott had a chequered afternoon, James car's diff breaking in the hands of son John limiting James to 2 runs while Terry only managed 1 run in the V8 engined B. James' winning margin was slightly over 2 seconds while our own David Coulthard was a valiant if distant 3rd.

Finishing 2nd overall in the Championship, Jonathan Mounsey must be rueing that it took to the end of the season before he and the Citroen gelled, but gel they did and Jonathan was the first man under 70 seconds in Class 1 having re-taken the record after Stuart Bullas set a new mark on his first run in the 1380cc Mk1 Sprite. Championship leader and ultimate winner Geoff Goodwin was left with the taste of their exhaust fumes in his mouth as he hung onto his championship lead but on the day had to settle for third. Clare Sullivan, who has

gone progressively quicker throughout the season, was fourth and also a country mile in front of the other ladies in the Championship, but best of all third in the overall Championship. Mike Geen was 5th in class and 10th in the overall Championship.

Those old protagonists Bobby Fryers (Clio Williams) and David Marshall (Peugeot 205) were at it hammer and tong, Bobby struck the first blow with his quickest time of the day of 68.54 on his first run but David fought back with a third run of 68.07 and the spoils were his. Bobby, second in the Championship for most of the season, dropped to 6th. John Ellison has been quietly consolidating his position in the class and has gone progressively quicker throughout the season, the Elan driver is now in the 71's.

Class 3 was decimated when a number of cars were found to be ineligible for various reasons and were transferred to Class 8. The class was taken by the Lancia Delta Integrale of Mike Walker.

The road going TVR's were contesting their own class and Moulton's Simon Cole was quickest by over 2 seconds while Matthew Oakley's TVR Griffith took the runner-up spot.

Class 4 or the Dale Cordingley - Robert Bellerby show continued and today it was the turn of Dale to set the quickest time having been relegated to runner-up on Saturday. Robert set his best time on his first run, but was beaten by Dale by just over half a second. Man of the Moment at the wet event in June, Tony Brumfield had to give best and was third just over a second behind the leader but was rewarded with 8th place in the championship. Robert Warwick continued his good run of form and snatched fourth place in what must be one of the most competitive classes at Harewood.

It was close in Class 5, the large capacity Kit Car class. Matthew Sutcliffe's 2 litre Westfield was 0.26s ahead of Richard Vale's 1800cc Caterham. Matthew was obviously delighted with his win as he chased and sprayed Richard with Champagne, Schumacher style. Chairman Simon Clark had the last word when he stuffed the half full bottle down the back of Matthew's overalls

It's hard to come to terms with the fact that we will no longer see Tony Higgins and his immaculate Mini at Harewood. This year Tony has come tantalisingly close to the class record. It is sad to report that he died in France at a race meeting, our commiserations to his family and friends. Phil Short, taking time off from Ford rally duties, found it difficult to keep up with the blistering pace of Tony and was three and a half seconds adrift at the close.

In Class 8 it a clash of the ancient versus the modern and farmer Simon Bainbridge, 9th in the championship in his high tech Audi S2 Coupe, was just too quick for the fixed head E Type of John Green, founder and director of that well known Harewood company Wattle 'n Daub.

Taking time off from his racing activities, David Bailey had to give best to Andrew Henson in the Formula Ford clash but it was close, 0.09s was the final margin - hillclimbers rule OK! Andrew, in 7th place, was the only Formula Ford in the championship top ten.

Young Robert Kenrick has been re-writing the record books throughout the country and it was the turn of Peter Herbert's Class A record to fall to the flying Welshman. He could be quicker if he smoothed out his wild driving style but it is probably the enthusiasm of youth. Such was his pace that he relegated the larger engined Class B car of Hefin Davies to second. Don't be surprised if you see Peter Herbert wearing sack cloth and ashes for a while. Roger Coulseay was unopposed in Class C. The Leeds TVR driver's class was decimated by non-starters.

Classes E and F were merged. Les Procter in the mouthwatering, distinctively bodied immaculate OMS sports car was quickest with 60.45s.

The 1100cc single seaters are always highly competitive and Harrogate driver Martin Vesty was on form almost a second ahead of past Harewood Champion Dave Banner's red OMS while the yellow and red car of John Chacksfield, 4th in the FTD Championship, rounded off an OMS 1, 2, 3.

Top single seater in the championship in 5th place, also sealed the FTD Championship, a determined Tim Wilson was not about to take prisoners in Class J having suffered defeat the previous day at the hands of James Blackmore. Tim opened with a class record breaking 55.02s, James replied with a 55.46s. Tim tied up the class and also set Fastest Time of the Day.

Class K winner and 3rd in the FTD Championship Jon Waggitt (Reynard Gould) set his quickest time on his first run as did Peter Hamilton (Quest). Peter's 3rd run came to a halt at the rise before Country, due to re-runs. It was the last run of the day, unfortunately your scribe does not know the reason for his failure. Sole runner in Class L was Jerseyman Robert Romeril in his brightly hued Pilbeam MP58.

To add spice to the day, the committee had invited a number of people who were competing at Harewood throughout the past 40 years. Among them Allan Staniforth who was present at the first

event, Allan a noted suspension guru nearly succumbed to mechanical failure but the eagle eye of Johnathan Varley spotted a bolt securing Allan's engine to the chassis was missing. This replaced, Allan completed a successful day.

Keith Schellenberg, who set FTD at the 2nd Harewood, was present in his Barnato Hassan Bentley. This leviathan was totally unsuited to Harewood but Keith strove manfully. The car, mechanic and driver all reminded one of the Brooklands era. Not that most of us were around in those days.

Phil Chapman was present as was his Chapman Mercury. Phil was urging grandson Oliver Tomlin from the hillside with instructions of when to put the power on, brake etc and actually re-living the excitement of a hillclimb run.

Nicky Porter was present in his ever faithful all conquering hillclimb Mini bringing back memories of his domination of that class in the early 70's.

Among the modern cars, Paul Nutter on his 1st run, ran out of fuel at Farmhouse! Paul spent the rest of the day playing to the crowd with wild tail slides. Bobby Fryers, because of unavailability of a new Clio, was out in his apprentice, Matthew Holmes Nova. Matthew beat Bobby's times so will probably now be picking up his P45!!

Also present as 'legends' were Allan Newton in the Pilbeam, Richard Hargreaves in the Yellow Peril Mitsubishi EVO, Haydn Spedding in the E Type, Malcolm Dungworth 4 wheel drive Dax Rush, Tony Marsh in his Marsh Special, David Marsh-Vauxhall 30-98, James Baxter Frazer Nash and Julian Ghosh Vauxhall Villiers TT all adding colour and excitement to what was an extremely enjoyable day.

Results

Pos	Name	Car	Time
15A	Norman Pemberton	MG Midget	76.15
15B	John Dignan	MGB	70.71
15C	James Thacker	MG Midget	66.12
1	Jonathan Mounsey	Citroen	R69.83
2	David Marshall	Peugeot	68.07
3	Hugh Walker	Lancia Delta	70.34
3A	Simon Cole	TVR 350i	68.89
4	Dale Cordingley	Caterham 7	64.34
5	Matthew Sutcliffe	Westfield	66.73
6	Tony Higgins	Mini	63.80
8	Simon Bainbridge	Audi S2	62.54
9	Andrew Henson	Van Diemen	62.45
A+B	Robert Kenrick	Caterham	R60.03
C	Roger Coulseay	TVR	72.39
E+F	Les Procter	OMS SC3G	60.45
H+I	Martin Vesty	OMS	55.74
J	Tim Wilson	OMS	R55.02
K	Jon Waggitt	Reynard Gould	55.80
L	Robert Romeril	Pilbeam	62.22
Legends	Julian Ghosh	Vauxhall Villiers	82.86

(on index of performance)

SATURDAY SNIPPETS

Brian Kenyon

In keeping with the general ambience of the weekend, Chris Hobson, our old start line marshal returned to be MSA Steward for the weekend.

Successfully defending his Greenwood Cup FTD was British Mediterranean pilot James Blackmore.

Mike Haigh in the Ferrari class obviously hadn't taken all on board he was taught at the Driving School corporate day as he turned stage left at Orchard into the kitty litter.

Mike Sidgwick, having withdrawn his Pilbeam, was faced with an ill handling Morgan. Mike described going round Farmhouse like a '3d bit' or to put it another way, 50p piece to you youngsters.

John Thacker had his Midget's diff cry 'enough' as he attempted his umpteenth re-run but not before he had secured third place in class 6 and father James had won the full race Midget class.

John Casey was out on Saturday in the Bobby Fryers full race Metro in preparation for his run on Sunday as a 'legend' but John was to progress no further than practice and departed from the scene with the Metro emitting steam from the exhaust.

Edward Charlton competed at the first Harewood in an MGA 1500. There was no way that his wife would entertain Edward completely missing the 40th Anniversary weekend but unfortunately pressure of work did not allow him to compete on the Sunday but daughter Elspeth flew the Charlton flag in their Peugeot 205 GTi.

Regular competitor and Driving School instructor John Green was not behind the wheel of the E Type on Saturday but was driving a microphone instead. John did an excellent job giving both an informed and interesting commentary. He has promised to return to the commentary box occasionally next year.

The barbecue on Saturday night added much to the special nature of the weekend. It provided competitors, marshals and officials with the chance to socialise. Our grateful thanks to Keith Davison, his wife and hard working band of helpers.

SUNDAY SNIPPETS

Brian Kenyon

Allan's Knob. While casually examining Allan's Megapin, I enquired as to why the fibreglass on the nose cone was worn through. Allan, without a glimmer of emotion said, "it's my knob that has worn it through". I was stunned and my jaw dropped in amazement, it was about 3 feet from Allan's seating position. I recovered my composure when Allan explained, the knob in question adjusted the front suspension.

Write Off. Joe Harriman does not know when to give up. After severely bumping the front near side of his lightweight Mini, by bumping I mean almost destroying, Joe knocked it out, patched it up with gaffer tape, fitted a new CV shaft and rack only for the steering column to pull out at Clarks. Joe rolled it into a ball and finished the shell off completely fortunately without harm to himself.

Spit and Polish. My illusions were shattered when I spotted Eve polishing the single seater she shares with dad, Rev Barry Whitehead. It appears the polish had been donated by Alan Newton but to put matter straight and return to normality, Eve parked it in the Farmhouse gravel trap and added a few more stone chips to its already aesthetically challenged appearance.

No Show. Tom Cassells was unable to provide the crowds with his breathtaking aerobatic display as the highly specialised plane required a part from Paris and unfortunately he could not obtain it in time.

Broken bolt. Andy Ball made a trip to Wetherby for 'easy-outs' to remove a broken bolt on the front suspension of Tim Wilson's OMS. The breakage which occurred in practice, stranded Tim on the rise to Country but with a borrowed bolt in place. Tim was delighted to secure a new class record and FTD, in the process achieving 99mph on Quarry Straight.

Programme. The organisers had managed to obtain a copy of the original 1962 Harewood Programme. This was distributed to competitors and spectators alike. It appears also that there were a few copies of results sheets doing the rounds.

Eve McGuire. The appeal to help Eve McGuire was extremely successful, the Centre donated a portion of the 'gate' to the appeal and after individual donations were accounted for, many thousands of pounds were raised. Neil Hunt in his Formula Ford, one of the driving forces behind the appeal, was competing in both the Saturday and Sunday events. He achieved a very respectable 2nd and 4th in class on the respective days.

A CALL TO THE HILLS. FOR OWNERS OF EARLY FORMULA FORDS

Trevor Jackson

As a driver of one of the late sixties pioneer cars of the class (Lotus 51), my aim for next season is to encourage fellow owners of early Formula Fords back onto the hills or sprint circuits. There must be many of these cars languishing in garages. Why?

No doubt their owners have been put off by the grouping together of too wide a spectrum of FF cars for speed events. After all, few people would want to become perpetual "also-rans", trying to compete against much more modern machinery from the late eighties / early nineties.

On the other hand, these older cars can be far more rewarding to drive and attract much greater spectator interest. Terms like "Now that looks like a real racing car" and "Oh, isn't that a beautiful looking car" are often heard, not always from older lips. These cars really have all the attributes, character and heritage of their forebears, the Formula Juniors, which the more modern machines somehow fail to embody.

On the circuits, organising bodies such as the HSCC have addressed this problem, by subdivision into age defined classes. Not everyone necessarily wishes to go circuit racing however. Many of us prefer the camaraderie and more relaxed atmosphere associated with hill climbing and probably wouldn't relish the repair bills that would no doubt accrue from racing. Have you noticed that the greatest proponents of circuit racing older cars usually make their living from repairing them?

Most organising clubs for hillclimbs / sprints would not wish to add to the plethora of classes which they already have. However, those with whom I have spoken would welcome the ranks of the FF class being swollen by older, more interesting entries. (and their cars)

We envisage running as an informal "Early" sub-group within the existing FF class, defined by an age cut-off, (for the cars) possibly somewhat later than that used by the HSCC.

This would most likely be determined by the advent of significant advances like inboard suspension etc. in the late seventies.

I have competed in the 51, on fairly level terms, with cars as late as 1977 / 78.

In my experience even the more serious competitors with "modems" welcome us, because of the renewed interest in the class, created by our

presence.

This would be an evolutionary process within the existing class structure, in order to avoid all the regulatory problems, associated with trying to create a new class or series. (Either FF or even racing cars upto 1600cc, dependent on class availability at venues). There is also the possibility of group excursions to continental venues some of which, look very challenging and less over-regulated than in the UK - but that's for the future!

Already, there is growing interest from fellow northern owners of Lotus 51s/61s, plus early Titan, Van Diemen etc. It would be nice to broaden this further, both geographically or to cars like Elden, Merlyn, Crossle etc. The scale on which we start depends entirely on the level and scope of interest, as would the choice of venues. There will be no pressure to achieve high entry numbers or for individuals to commit to a whole series. The guiding principle will be maximum choice an enjoyment.

Even if you already circuit race, why not try some of the wonderful hill climb venues occasionally. Even groups of 5-6 regular competitors would be enough to get out there, really enjoy ourselves and make it happen.

Would love to hear from anyone of like mind, wherever you are, whatever the marque.

CONGRATULATIONS TO OUR CHAMPIONS

Geoff Goodwin achieved back to back Harewood Championship victories in his familiar orange MG Midget.

Tim Wilson for his Harewood FTD Championship win and to ice the cake a new Class J record in his OMS.

Clare Sullivan for her second Ladies Championship and third overall in the Championship in her faithful and much loved Mini.

Helen Waddington won the Ladies Award for the MGCC Speed Championship Northern Series in her MG ZR160 saloon.

Keith Wilford in his Lotus Europa won the Paul Matty Lotus Championship on handicap and at the wet Harewood in June was the quickest Lotus overall.

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



Many Harewood Legends group round Keith Schellenberg's Barnato Hassan Bentley. How many of them can you name? Answers on a postcard.

DATES FOR YOUR DIARY

HAREWOOD SPEED HILLCLIMB 2003 DATES

Practice Day
30th March

Spring National
13th April

Harewood Open
10th May

MSA British National
Championship
11th May

Jim Thomson Trophy
8th June

MSA British National
Championship
5th/6th July

Montague Burton
3rd August

Summer Championship
24th August

Greenwood Cup
13th September

Mike Wilson Memorial
(Finals)
14th 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

6th December 2002 please

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