



BARC

YORKSHIRE CENTRE

December 2002/January 2003

CHAIRMAN'S LETTER

Dear Member,

Another season over.

Firstly may I thank Carol Wride for organising another marvellous Dinner Dance and Awards Presentation evening. Once again all our silverware was displayed and many were there to claim it in person.

Thanks also to Chris Seaman and all those who attended the Forum which provided a vigorous but constructive debate and I believe was one of the best I have attended in the 30 years I have been going.

Plans are already well advanced in terms of the winter works for next year and I hope you will all see a big improvement next year when we kick off again in March.

As ever the committee is keen to receive feedback and offers of help, support and sponsorship so if you know anyone who is willing to get more involved please ask them to give me a call.

It only remains for me to thank the whole team at Harewood for another enjoyable and entertaining season and to wish you all a very Merry Christmas and a Happy and Prosperous New Year.

Best Wishes,

Simon



Issue No 93



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*The Editor of the 'Times',
the Chairman and Committee of the
Yorkshire Centre wish all members
a very Happy Christmas
and a Successful 2003*





Committee Notes

Issues taxing the brains of your illustrious committee include:

Results & timing system - plans are underway to address the modern problems by digging a trench and creating a network of cable and fibre optics to relay information between start, finish, paddock office, scoreboard, new timing display at the finish, even the commentator! This work is to be completed in time to fully test the system before next season.

Quarry - the gravel trap alongside the finish line/braking straight is to be removed. The preferred option, dictated to some extent by the MSA, is to install amco although we may also lay tarmac to help errant cars to slow down before reaching the barriers.

Championship 2003 - the proposal from the forum to include all BARC events, with 6 scores to count, was ratified. The proposal to extend interest in the championship by having class awards, and reducing prize money from the top 10 placings to the top 5 will also be tried.

BARC Annual Competitions (for the Pearce, Ken Lee, etc) are under review.

Annual Dinner Dance 2004 - it may seem a long time off but we need to book a venue for 2004 (2003 already booked!). The Committee would welcome any views on the current venue, format, etc - should we change venue? dinner or lunch?

Annual AGM - held in March at the Parkway Hotel, Leeds. Any members interested in getting more involved with club or committee business, or wishing to influence the running of Harewood are encouraged to contact any committee member.

Tim Wilson

EDITORIAL



Dear Member

I would like to wish everyone in the Centre a Happy Christmas and a Prosperous and Successful New Year.

As you can see from Chris Seaman's Forum Notes (p13), there are many changes to the Championship format. The idea behind the changes is to increase the Championship's popularity and success.

Well, here we are again at the end of a very successful season. We have run some excellent meetings at Harewood and the Driving School has given many new drivers the opportunity to learn the hill. I'm sure we shall have many more new competitors (and even 'experienced' ones) at the 2003 Schools.

As you will see from Tim's committee notes, anyone interested in joining the committee would be most welcome. Over the years, the Yorkshire Centre committee has evolved into its present state by the constant addition of new members when older members have decided to retire. It is this that brings in new ideas and more helpers. Being on the committee isn't just a matter of sitting and talking, it is also 'doing'. Over the past year our committee has put in a great amount of work and made many changes at Harewood which will be ongoing in the next year. I'm sure all members would join with me in thanking them for all their time and effort.

At the Dinner I was the winner of one of the 'star' prizes. A DAY AT THE DRIVING SCHOOL. I donated it to be re-drawn and lo and behold, a previous pupil at the School and our Ladies Champion Clare Sullivan won it. Clare generously donated it to be used as a Marshals Draw prize for the forthcoming season.

For the first time since I took up the 'Times' editorial challenge, Brian has not written anything. It is his intention to let others take a more prominent part in the Club's magazine so I hope you will continue to support the 'Times' as you have recently. Remember, we are a widely diverse group of people and not primarily Yorkshire based so it is important that we continue to serve and inform the membership as a whole.

Thank you for your support this year and I look forward to a successful season in 2003.

Pat

Another year gone!

Dale Cordingley

It must be my age. Each year seems to go by quicker than the last! What happened to the 2002 season of racing? It all seems to be a bit of a blur already.

I was happy to see 2001 go, as it was a bit of a disappointment from a competitor point of view - the more I tried the more I fell off the track! But 2002 had to be better?

This year would definitely be different - new suspension by young Mr Staniforth to help keep me on the track and new competition from Sarah, my 19 year old daughter, to keep me on my toes.

My target was to get a first in class 4 at Harewood, a feat I had failed to achieve in the previous four years since I started Hillclimbing. I also wanted some sub 65 second times and to seek revenge on Bob Bellerby who had whooped me in 2001. Sarah's target was to learn how to drive 300 bhp per ton of Caterham (a bit different to a 1.1 Saxo, even if it has got Viper stripes) and to beat me!

A visit to the Harewood driving school at the start of the year in April helped me brush up on my technique, or lack of it, and to give Sarah a feel for the car and the course.

This year we decided to have some variety, not concentrate on any championship and treating it as a learning year. So events at Aintree, 3 Sisters, Harewood, Elvington, Carnaby 2 and Curborough were on our calendar, with track days at Binbrook and at Cadwell Park in Lincolnshire thrown in for good measure.

So what were the highlights of the year? Holding off national champion John Palmer for four of the five runs at Harewood in April. Sarah giving me a fright in only her second event at Aintree, just 0.7 seconds behind me. Taking a class record at 3 Sisters in July. Seeing Sarah grinning from ear to ear after she slid the Caterham sideways through most corners at 3 Sisters in August - wicked! Taking two class wins at Harewood in August and September. Seeing Robert Warwick getting his act together and putting in some respectable times, after having been beaten by a girl early in the year! Me learning how to drive Harewood fast and leave

Bob wondering where the extra speed had come from!

Another highlight was the letter in the last 'Times' from the guy who drove his Porsche to the September meeting without tax and MOT and therefore without valid insurance. He was running on tyres not on list 1A and then complained that he was chucked out of the road going class! His letter deservedly got a mauling from the committee. I ask you, did he deserve it? Dell Boy's saying of 'What a Plonker' came to mind.

Anyway, back to our season, throughout the year the car performed well and stayed on the track - well almost, apart from a few neatly executed spins by Sarah as she started to explore the limit of Dad's car. Funny how the cost of repair doesn't come to mind when someone else is paying the bill isn't it?

In September we attended the Palmer Motorsport day at Bedford Autodrome. There you have the opportunity to drive a brilliant variety of fast cars including a Formula Palmer Audi single seater, a race prepared Renault Clio Cup with sequential gearbox, a Mitsubishi Evo VI, a Caterham, a Lotus Exige, a Vauxhall VX220 and a number of other cars. You are actively encouraged to drive the cars as fast as you can against the clock. Not only a superb day, but I took 'Driver of the Day'.

So did we achieve our targets? Two class wins at Harewood, a number of 64 second runs, plus the Total Trophy for closest time to the records in class 4 & 5 and a class record.

Did I get my own back on Bob? Certainly on a number of events I had the upper hand, but not every time! He's too good for that. But we had some brilliant fights, which I hope will continue in 2003. So, overall a pretty good season for me.

Oh, I nearly forgot to mention, yes she did beat me (and a lot of other rather embarrassed males).... in the Evo VI and dare I say, the Caterham at the JP day! Oh well, you can't win them all.

So we are looking forward to next year now, when we will both have a crack at the Harewood championship. Roll on April.

**FOR
SALE**

SPA-Judd Sports Racer

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

Fully re-engineered by Gould Engineering, this car has every conceivable go-faster bit fitted! Aluminium honeycomb SPA tub with ultra-lightweight all-carbon body. Judd CV 3.5 litres, completely fresh. Zytech Management with ultra-wide torque band. Carbon exhausts and wings.

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

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

For sale due to retirement.

£49,950.

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

**FOR
SALE**

PILBEAM MP47

Winner of British Hillclimb/
Sprint/Supersprint

Championships, also numerous
Harewood FTD'S. Between July

'96 and August '98 this car won 25 ex. 29 British
Sprint Rounds against tough opposition.

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

LOLA T91/50 (F3000)

Rolling chassis with gearbox. Built using mainly
new parts. Small amount of work to finish.

£9,950

Spares available separately by negotiation.

Telephone

Roger Kilty on 07971 855742 (Mobile) or
01937 834220 (Home)

**FOR
SALE**

WESTFIELD SEI WIDE BODY

1994 car in blue running a 2.0
Vauxhall engine on QED

throttle bodies, QED cams & QED rod bolts.
Around 180+bhp. New quaife atb chff. Sierra 5
speed gearbox. 1 5" alloys with Yokohama tyres.
This car has had three class wins and 3 seconds
this season. Very solid and reliable car.

Full MoT and taxed.

Will suit tall driver, I'm 6ft 4"

£7250ono

Tel Mat on 01924 823067 (Wakefield)

email for picture on

SUTCLIFFEMATTHEW@aol.com

**FOR
SALE**

PETER HERBERT'S CHRISTMAS SALE

Six Avon 17" slicks. Four in
excellent condition, two

unused. Three A26 8.5 x 23.3 x 17, three A26
9.0 x 23.3 x 17.

£400 the lot

Four Dunlop 17" slicks, same sizes as above.
One event only, 548 compound.

£500

Set of 1300 Ford Cosworth BDH forged pistons
and rods. Professionally examined as being
good.

£300

Tel: 01325 377125 (H)

0191 301 8723 (O)

**FOR
SALE**

Class E Sports Libre Centaur M21.

Many class wins, full race
1300cc Philspeed Ford
engine 154bhp

Heavy duty half shafts and torque biasing diff
£7900 ono will split

Ring Peter Green on 01484 864934

**FOR
SALE**

**Bobby Fryers
END OF SEASON SALE**

1993 Renault Clio Williams.

Sodemo built engine with Sadev 6 speed dog box with LSD. 4 plate paddle clutch and much, much more finer details. Prepared and built by Harlow Motor Sport and maintained by Nicholas Smiths of Skipton to a very high standard. Immaculate both inside, outside and underside. Wheels and tyres of all descriptions with a van load of spare parts and body panels.

Set up for hillclimbs and sprints on Leda suspension, but could be easily converted for race or rally. An instant class winner.

MG METRO 1300CC (Ex-Pinder)

This car was totally stripped and rebuilt over the winter with 'Racespec' engine and new involute gear box. Suspension by Stanley Froth. Hoosier R23 tyres on gold lightweight alloy wheels, with wets. This car is also in immaculate condition and a class winner.

Both these cars can be bought for sensible prices so telephone Bobby Fryers for more information and a haggle on

Work - 01756 792485 or Home - 01535 637548

**FOR
SALE**

Lotus 51 C

1968 traditional "cigar" shaped FF.

Best to quote the last "Times", which said "Trevor Jackson was

third in his immaculate Lotus 51 C, painted in pre-tobacco sponsorship Team Lotus Colours".

The car has been painstakingly brought up to current MSA log book spec., whilst retaining rarely found standards of originality.

Classic FF wheels / tyres or cut slicks on Revolutions

Some spare ratios, two spare GT engines.

If you know the car - enough said.

If you don't, for details contact -

Trevor Jackson

Tel. 01204 594410

Mob 07968 094016

E-mail tic5-polidem.com

**FOR
SALE**

FORD MONDEO

2.5 V6 Ghia Estate

1998 R 53,000 miles

Full service history. Dark Blue

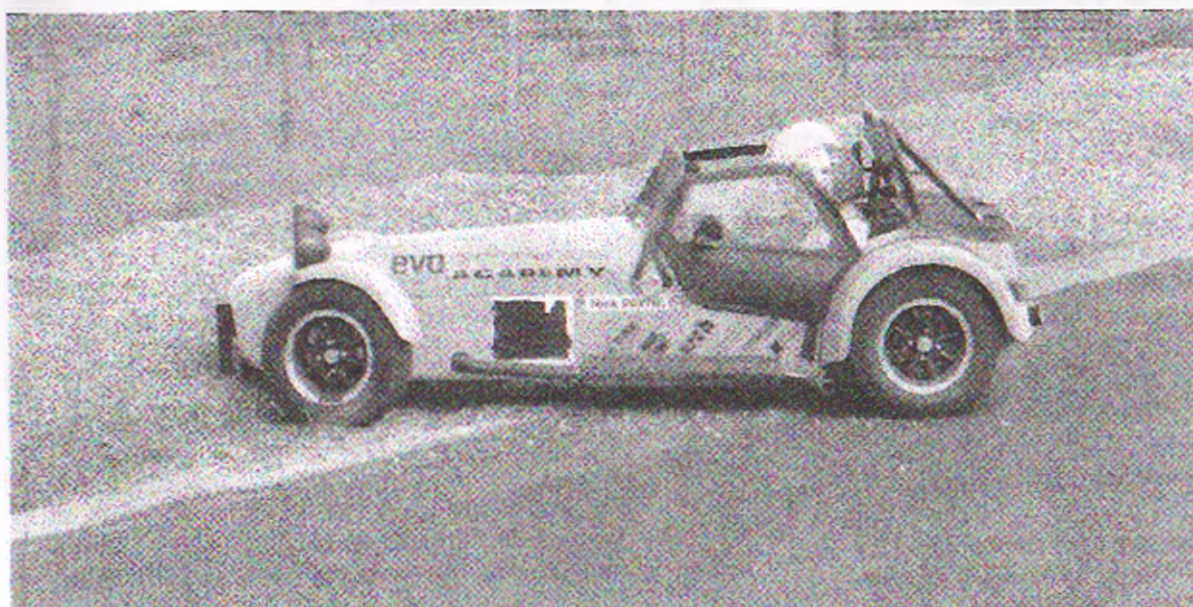
4 x Yokohama A520 195 x 50 x 15

Nearly new

5 x Peugeot steel rims with nearly new Komho 185 x 65 x 14 tyres

Paul Pattison

01709 710024



Roger Kilty has been a valuable addition to our Driving School Instructor team. It is sometimes quite exciting to be chauffeured up the hill by aspiring hillclimbers! Here Roger's pupil attacks the Orchard gravel trap.

TIM BENDELOW'S QUIZ

Notable Number Plates

Harewood Connections

- 1 HAT 598L
- 2 HOT 222N
- 3 MSK 586
- 4 BRT 970S
- 5 RLG 259D
- 6 2 HEV
- 7 JM 265
- 8 VWX 891F
- 9 WAK 1
- 10 73 JAB
- 11 K200 RAY
- 12 R5 BUC
- 13 S200 LEE

Race/Rally

- 1 NMO 933
- 2 BUY 1
- 3 ECD 400
- 4 CUT 7
- 5 2 VEV
- 6 POO 505R
- 7 44 CMN
- 8 KKV 444V
- 9 250 GTO
- 10 BSH 510
- 11 TKF 9

Answers on Page 14

Clever Computer

I have a spell in chequer
It came with my pea sea
It plainly marques for my revue
Miss steaks I kin knot see.

As soon as a mist ache is maid
It nose bee four two long
And eye can put the error rite
It's rare lea ever wrong.

Eye strike a quay and type a word
And weight four it two say
Weather I am wrong or write
It shows me strait a weigh.

Eye have run this poem threw it
I am shore your pleased too no
It's letter perfect awl the weigh
My chequer tolled me sew.

Courtesy Bill Heaney, Roxburghshire



MOTORING MASTERMIND

Answers to the Quiz by Barry Newton
on Page 14 of Issue No 90
April/June 2002

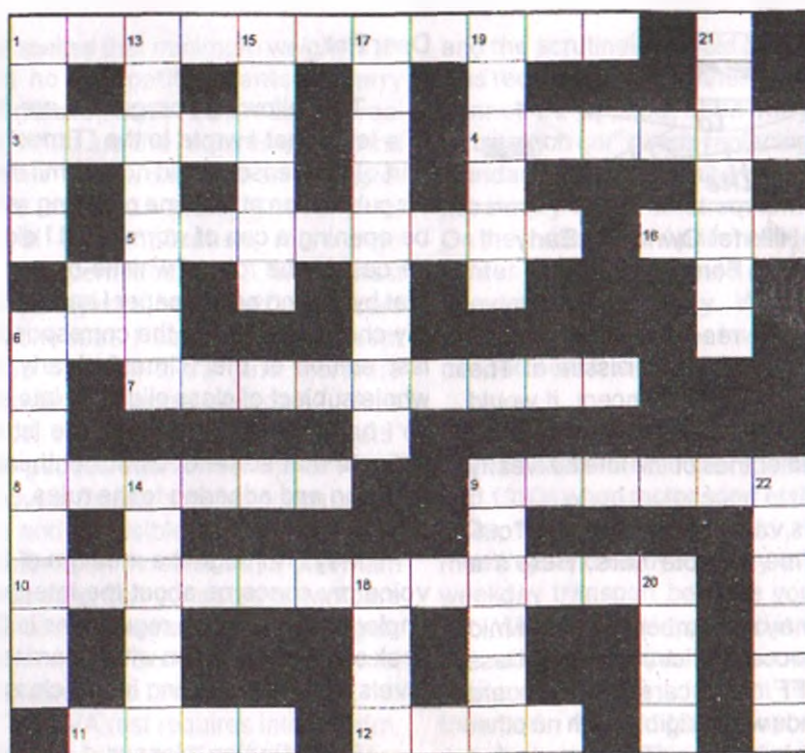
Cars/Films

- 1 Derby Bentley
- 2 Wolseley 6/80
- 3 Volvo PI 800
- 4 Volkswagen 'Beetle'
- 5 Porsche 911
- 6 Graham Hill, Joe Bonnier, Bruce McLaren, Phil Hill
- 7 (a) BMW Isetta
(b) Reliant Robin
- 8 Paul Newman
- 9 Ford Zephyr MK3
- 10 Citroen Traction Avant

Factories

- 1 Hornsey
- 2 Zwickau
- 3 Gmund Austria
- 4 Molsheim, Alsace
- 5 Bourne, Lincs
- 6 Send, Surrey
- 7 Walton-on-Thames, Surrey
- 8 Blackpool
- 9 Tamworth, Staffs
- 10 Suresnes, near Paris

The winner was Chris Mason with 19.5 points, in second place was Kevin McGrath with 17 points and third place on the podium was Tim Bendelow.



CROSSWORD CLUES

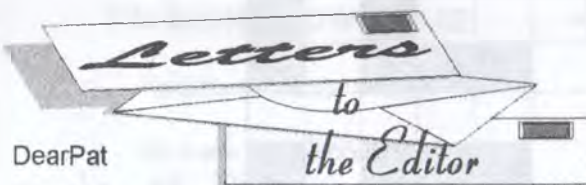
ACROSS

- 1 (and 21 DOWN) Made by Isigonis & Dowson
- 3 BSA made one
- 4 Designer of the Perigee F1200 sports racer
- 5 Old circuit near Brussels used just twice for Formula One
- 6 These specials were raced by Miller & Stutz at Indianapolis
- 7 Early French steam powered hillclimbers
- 8 Wolverhampton built sports car as once driven by Bob Dayson
- 9 Car built by recently retired hillclimber Tommy Clapham
- 10 Famous racing Bentley
- 11 Sicilian circuit
- 12 Early 500cc Formula 3 car
- 16 They make the sportage

DOWN

- 1 Position for ACBC
- 6 The Farnham flyer
- 9 With his partner Mery he designed the De Dietrich car
- 13 Brooklands brothers
- 14 Lancashire born driver from a grocery family
- 15 Brooklands double
- 17 Belgian sporting cars from 1910 to 1927
- 18 Old circuit on Italy's Adriatic coast
- 19 This American teetotaler started the fashion for spraying the Champagne
- 20 She goes
- 21 See 1 across
- 22 A well known trials car

Answers on Page 14



Dear Pat,

The following paragraphs are the contents of a letter that I wrote to the "Times" in the early part of last season. I did not submit the document for publication at the time of writing as I felt I might be opening a can of worms and I did not wish to be cast in the role of whistle-blower. I also felt that by putting pen to paper I had got the thing off my chest. However, the correspondence in the last edition of the "Times" clearly brought the whole subject of class eligibility into sharp focus, so I have decided to submit the letter if only to indicate that some of us are enthusiastic about applying and adhering to the rules.

May I, through the medium of the "Times", voice my concerns about the interpretation and implementation of the regulations in Class 4, and seek some clarification with regard to equipment levels in cars competing in this class.

By definition classes 1 - 5 are for road modified production cars and are required to be "road legal in all respects at all times" (championship regulations). However, what is road legal? Many kit cars as driven in class 4 were not produced en masse by any manufacturer, but have been self built by individuals and each vehicle is unique. It is impossible to define what is "standard" equipment in these cars, and what might be termed "optional extras". Pre SVA cars simply had to pass a MoT test, which is really a certificate of road-worthiness rather than an indicator of "road legal" status. Some of these vehicles are very "basic" indeed. With the government's introduction of the SVA test, cars undergo a much more thorough examination and are required to have incorporated into their construction items such as padded steering wheels, carpets and trim, an effective windscreen demister, etc, and are therefore nearer to "production cars". Factory produced cars such as Caterhams and Westfields are "type approved" and conform most nearly to the definition "production cars", but these vehicles do not appear to be used as the yardstick for equipment levels in class 4. Moreover, we are aware that once a car has passed MoT or SVA, equipment levels can be altered, so it is to be expected that there will be wide variations in these cars unless some standard is accepted and applied. Many class 4 cars could not be considered as "road legal" if the SVA criteria were to be adopted as a standard.

RE: A Call to the Hills for Owners of Early Formula Fords.

I was interested to read Trevor Jackson's article in the September/November issue of The Times. I agree entirely with the concept, it would be good to see the Formula Ford class at Harewood back to the average 25 entries of the late 80's/early 90's.

Trevor mentions various criteria for the "cut-off" in order to define eligible cars. Here's a suggestion.

Many readers may remember that in the mid 1980's there was a successful circuit racing class called Formula E - FF 1600 cars with outboard suspension at both ends were eligible, with no other restriction on age of chassis. The class lasted for several years and provided competitive racing for a large variety of older chassis. I believe this would also work well in speed events - it is a simple distinction which has proved to be effective, and makes eligibility very clear - much better than arguing over the authenticity of chassis plates. And yes, there is a small degree of self interest here - the Spartan chassis used by Lynette and I this year is indeed outboard suspension at both ends - we would be very happy to be a part of Trevor's proposed sub-group within the existing class!

Regards

Roger B Kilty

Dear Brian

Can I just say you have got the wrong line again regarding your statement in the Sept-Nov issue of your 'Saturday Snippets' that John Casey, driving my 'Metro' was emitting steam from the exhaust.

The true fact was the steam was being emitted from John's portley frame due to the speed he was travelling, and the fact he was dressed by 'Mothercare' in brand new Nomex underwear with three layer Romper Suit, face mask with full faced nome dome.

By the way, his outfit and my car are for sale

Bobby Fryers

Now we all realise that minimum weight is an advantage and no competitor wants to carry additional, superfluous, equipment. So the real question is this: What are the requirements? And Who polices them? Let us examine an example. Regulations state that, and I quote, "The removal of seats" (plural - by implication, more than one)....."is not permitted"....."which must be fully trimmed, not just a bare shell". But cars appear with only one seat. Has the passenger seat been deemed an optional extra (and therefore removable, according to some sources)? At a recent Harewood event, one vehicle's "seats" consisted of one padded cushion for the driver to sit on with no backrest (hardly satisfactory on safety grounds alone!) and no visible means of support for a would-be passenger. Another car, a Caterham Superlight, had seating that consisted of two bare shells with fabric-covered areas around the edges: in no way "fully trimmed". Both cars were allowed in the class. Consider also "Interior trim must not be removed". The SVA test requires interior trim, but pre SVA cars passed the MoT without any. Are we to be penalised for removing trim that never existed in the first place? As for heater/demisters, we need not ask! All these variations appear to be permitted in class 4. On the other hand, a car with illegal tyres or without a windscreen is immediately moved to the modified production class. So where is the line drawn?

You will by now understand my confusion. Either production car rules cannot be applied to Class 4, or no one is applying them. If, on the one hand, they can be applied, then I think that they should be applied to ensure fair play, and I would suggest that a race official does the checking: leaving it to competitors to "whistle-blow" will only bring disharmony and spoil the camaraderie which is the essence of our sport. Surely competitors

and the scrutineers could be made aware of what was required. On the other hand, if the regulations cannot be applied, then maybe the definition "production car" needs replacing with "a car to SVA standard". If neither alternative is workable, why not simply define what equipment must be fitted. On the evidence of April's meeting, some cars were lighter than they should have been, or others heavier than necessary. When places are gained or lost by hundredths of seconds the weight of a padded seat is significant.

I suppose that the essence of the road legal classes dates back to the "sports cars" of the 1920s and 1930s when motor sport enthusiasts drove their MGs, Morgans, Rileys, etc., to and from race meetings and enjoyed a day of motor sport. Your weekday transport became your weekend racing car. What has now appeared in class 4 is the racing car suitably equipped to be road legal: nobody in their right mind would want to use one as daily transport. Anyone turning up with a factory built, genuinely road usable Westfield would probably be well off the pace, overburdened with too much equipment and trim and a catalytic converter to boot.

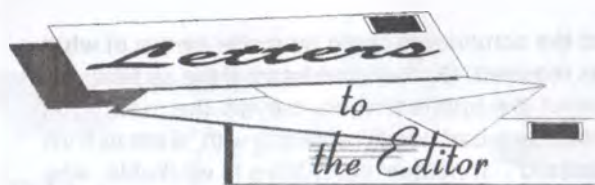
So the quest for more power, more race bits and lower weight will continue, and our cars will gravitate towards racing cars on road tyres, unless minimum requirements are clearly and unambiguously stated. Competitors will remove anything and everything that they can so long as the scrutineers turn a blind eye. So please can we have some guidelines so we know where we stand? And is it too much to expect that someone will police them?

Peter Rhodes.



Peter Rhodes in his Westfield. Peter has raised some very valid points regarding eligibility.

Photo Steve Wilkinson



Dear Pat,

I've just received the latest issue of Yorkshire Times, plus of course that splendid tribute booklet to the legendary Mike Wilson, and read your comprehensive Letters pages (here I have to admit extreme envy - if only Speedscene readers were such enthusiastic correspondents!). So I felt that as the issue of time displays at Harewood came up and my name was briefly mentioned in connection with the subject, I should at least supply my own two penn'orth!

I've been coming to Harewood as a competitor since the early seventies, in later years as a scribbler for the 'comics' and more recently still as commentator for the British events. So I've seen a few changes to the hill over the last thirty years. Having competed at most of them and visited them all, I have to say that few British Championship hillclimbs have expended so much time and effort in improving facilities as has Harewood, which now justly ranks among the foremost venues in the country - a fact reflected in the HSA's Norrie Galbraith Memorial Trophy award a year or two ago. The Club have really cracked the logistics of getting as many cars up the hill as possible, coping with incidents with the minimum of lost time and giving competitors maximum value for money. The downside is, of course, that more cars on the hill at any one time put a greatly increased strain on the information systems.

Undeniably, competitors like to know - indeed these days have come to expect - details such as their 64ft times, split times, trap speeds and, most important of all at a hillclimb, elapsed times. Harewood's excellent TV display system has gone a long way towards achieving this aim and most of this information - and soon, I understand, all of it - can be studied by competitors at their leisure. But here I suggest that from the commentator's point of view, and by extension that of the paying spectator, it is only elapsed times that are of immediate importance. Although all the other information is of great interest - particularly for commentators who also wear journalistic hats! - with three cars on the hill at once there just is not time to amass it all as it happens.

In July the digital display on Quarry Straight displayed car number, time and trap speed. That's really quite enough, particularly when this single display provides the only information available to the commentator and is constantly changing with three cars on the hill. Apologies if it sounds like I'm making excuses - well I am, I suppose! - but for the hard-pressed man-on-the-mike to identify a car, clock its time in the few seconds available, write that down on the commentary sheet, convey it to spectators together with an overall picture of the state of the class, check to see who's left the startline (obscured from the commentary box by a tree) and at the same time spot a possible incident somewhere out on the track, there was never a better opportunity for 'Murrayisms'!

My point in the short piece I wrote for Speedscene following the May British round (and which I have to say was reiterated in the latest issue in the report for the July National, admittedly in a mood of sheer frustration that despite pleas over several years of commenting at Harewood, the situation has not improved) is that a permanent display of times 'in the box', preferably by printout, or even by the long promised but yet to materialise laptop display, is absolutely essential to enable the commentator to give the best possible service to spectators. They have, after all, paid to come in and watch the best in British Hillclimbing.

As I said in Speedscene, Harewood is the only hillclimb in the country that does not have such a facility. I appreciate the difficulties involved in data acquisition at the venue, not only outlined by Simon in his reply to letters in the Times, but also as explained to me at Harewood by Yorkshire Centre officials. With virtually every other aspect of the venue run to such a high standard it's a pity that it falls down in this single, but highly important aspect. I really do hope that the situation can be fully resolved for 2003 - certainly (for purely selfish motives!) by the time Harewood hosts its two British Championship rounds.

With very best wishes,

Jerry Sturman



Peter Herbert

Grandfather raced Bentleys at Brooklands. My father raced Jaguars at Le Mans. So it was natural that I would become involved in motor sport.

At eleven I was racing karts. On reaching seventeen I began car racing with a Formula Ford, was in Formula 3 by nineteen and into Formula 3000 by twenty one. The following year came my Grand Prix debut at the wheel of a Ferrari.

Sorry, it's all untrue, although it's the way things were in my dreams.

The fastest thing my grandfather ever drove was a mobile shop, while my father only learned to drive when I was well into my teens. So it is something of a mystery where my love of motor cars and speed comes from.

My father was an engineer with a passion for politics, preoccupations I failed to inherit. But I do remember pestering him into taking me to watch a hillclimb at Catterick, run over the concrete army range roads above Richmond. And the cars, the drivers, the speed, the excitement and the intoxicating aroma of Castrol R made an indelible impression on me.

Later, when old enough to drive, I attended Castle Howard and Harewood as a captivated spectator, and at Stockton Farm can recall Jeff Goodliffe's Elan, the E Type of Alan Mountain and 'Spotty Smith's' Tuscan. I remember too such rally drivers as John Heppenstall and 'Dan' Grewer hauling, and destroying, caravans against the clock. Yet never in my wildest dreams did I imagine myself ever competing.

Although born in Thirsk, and thus a genuine Yorkshireman, I was raised and educated in Darlington. At Grammar School I joined with a bunch of fellow petrol-heads that included Peter Horbury who is now head of design at Volvo, to infiltrate the Engineering Society and turn it into a covert motor club. As secretary it was my job to keep the membership amused, and we held film nights, road rallies and even an autotest in the school playground.

My first car, a seventy pound Beetle bought with a small inheritance, arrived during my final year

of university in Edinburgh, where I was studying the noble art of town and country planning. Pause for booing from the audience.

Not until gaining regular employment in Durham City, following a spell of working and travelling across America, did any sporty wheels come my way. Then it was just a matter of time before a competition licence was in the post.

As several friends rallied, and I followed the sport avidly, it was early seventies road rallying that became my first experience of truly competitive driving. Such events were very popular, accessible, and closely fought. For a ten quid entry fee and a quid's insurance, split with the poor soul who had agreed to sit beside you, it was possible to drive flat out over 200 miles of prime tarmac, between midnight and breakfast, in any roadworthy car of one's choice.

For four years, between 1974 and 1977, I took part in these nocturnal road races over emotive northern routes, in a succession of near standard cars that were also my day to day transport. These included an Escort Mexico, BMW 2002, Escort RS2000, and even a VW Beetle.

I picked up the odd pot, had a great deal of fun then hung up my spotlights when my attention turned to the restoration of an old cottage. Subsequently, after years of chasing women, I actually caught one, and further expense occurred. So it was fourteen years until I was to drive against the clock again.

I always guessed hillclimbing would be a pleasure to take part in and a day at the Prescott Hillclimb Drivers School confirmed my suspicions. So at the May 1989 Harewood Novice Meeting I made an uncertain debut in my road car of the time, a standard 1.9 Peugeot 205 GTi.

Falling into the then over 1600cc Touring Car class I was up against everything from road tired hot hatches to slick shod 400bhp Sierra Cosworths. However, despite a very real concern about looking a complete pratt in front of a critical paying public, I finished fourth in class behind a Cossie and two Sunbeam Lotuses. The following day two more Cosworths showed up for the Members Championship Meeting in the capable hands of Richard Hargreaves and Mike Kerr and I was bumped down to sixth. And this was to be a familiar story that first season, 130 bhp being no match for three times as much uphill.

But on the flat things were different. A 2 litre standard saloon sprint class evened matters somewhat, and on my first visit to Curborough I was a close third. Then at Kaimes in Scotland came an end of season maiden win, with a narrow 0.1

second victory over local hot shoe Alex McKie in an identical 205, thus cementing my love affair with speed eventing.

That year I also began writing for the 'Yorkshire Times' and 'Speedscene' which continues to give me as much pleasure as driving. This was later to lead to 'Autosport' and the authorship of a book, '750 Racer'.

Early in 1990, following the appearance of an advertisement in 'Autosport', I journeyed up to a snowy Knockhill to buy circuit manager Stuart Gray's Westfield SE. In Gray's hands, and those of original owner Mike Cannon, the car had enjoyed a successful two seasons in Scotland, winning several races and speed event classes. Thirteen years later I continue to campaign it.

During 1990, my first season with the Westfield, a tired 1600cc Ford pushrod and road tyres brought me little real success. Although I did find my way on occasion into the hallowed confines of the Harewood beer tent for the odd award, and was presented with the John Bindloss Trophy for the hill's most promising new driver, which gave me quite a buzz.

At about this time I renewed an old acquaintance. Some fifteen years earlier, on the advice of a mutual friend, I had taken my BMW 2002 to a guy said to carry out good cheap servicing from behind his mother's house. Upon arrival I was met by the spectacle of an engine being removed by means of a rope slung around a wooden beam that in turn was suspended across a back lane between two yard walls. Russ Cockburn was always resourceful.

Now with a small garage in the village of Newsham, Russ built me a 1400cc pushrod screamer for the new RACMSA small Modified Production class. And well do I remember working with the maestro through Good Friday 1991 and much of the following night to ready the car for the Easter Saturday Harewood meeting.

The new engine was run-in through the local lanes early Saturday morning, a set of slicks thrown on and after a dash down to the course, an amazing debut victory secured. Weekends like that stay with you.

For the twelve season that followed, Russ has kept the Westfield a Class A front runner. When the little pushrod was becoming slightly breathless against Cosworth BDH powered machinery, he built me my own BDH and victory in the 1997 Harewood Hillclimb Championship was the result.

In 1998 I almost won the national Leaders Hillclimb title, finishing on equal maximum points with Martin Groves, Tom New and Graeme Wight

Junior. But as a rich woman's plaything I had missed two rounds whilst in exotic locations and when the number of wins was taken into account, I dropped to third.

Then in 1999 Class A numbers dwindled and a bid for the Midland Championship was thwarted by minimum class numbers for maximum points occasionally not being reached. Ninth overall and a class win in the series were the best I could manage despite improving times.

By the year 2000 I felt that in terms of British hillclimbing and the Westfield BDH I had been there, seen it, done it and exceeded my wildest expectations. The car had won throughout England, Scotland and the Isle of Man, and had set numerous records. But now I needed to move on, and already there was talk by some of putting motor cycle engines into Caterhams and Westfields. The writing was on the wall.

So I fulfilled a long held ambition and entered the exotic world of continental hillclimbing. For two years I entered selected rounds of the European Hillclimb Championship with Russ Cockburn's Group N BMW M3. The courses were awesome, and the atmosphere stunning. And although I cannot pretend to have been a front runner, there is a rather fine trophy at home as reward for a class win in the Coppa Bruno Carotti held at Rieti near Rome.

Finally there were my circuit racing years. In 1994 following a bizarre series of circumstances, I was offered Bob Shiell's BMW 323i, and sponsorship from the 'Simply Thank You' gift delivery service, to contest the BMW Car Club Championship. In a car with power that exceeded its handling and braking by some margin, I had a very scary year. But at least I was a racing driver on grown up circuits.

The following year I drove Russ Cockburn's 325i, an altogether more friendly proposition. Whilst in '96 and '97 there was the odd outing in his M3.

My short attention span seemed to militate against circuit racing greatness, yet the odd award came my way, and my Zandvoort short circuit class record still stands, apparently.

So, enough about cars, what about me? Well, I still love motor sport and follow both racing and rallying. However, hillclimbing remains closest to my heart as I feel that I belong there. The fact that it remains unspoilt by commercialism, has the most picturesque and charismatic venues and the friendliest people endears the sport to me almost more than I can describe.

My favourite hill? Well that's a difficult one. Matador Slovakia in the Carpathian Hills near

Bratislava, an uphill Francorchamps, is probably the best I have ever driven although St Ursanne Les Rangiers in Switzerland is a close second. But for sheer atmosphere I love Shelsley Walsh, although as a technical challenge our beloved Harewood is the equal of any.

Among my most treasured memories is one of my first meetings with Brian Kenyon, then one of the quickest Sprite drivers in the country, who showed me his Harewood class record plaque with the words "Take a good look lad, you'll never see another". Then there was the elation of returning to the Barbon and Gurston paddocks after having broken Carl Talbot's records. And the September '97 Harewood meeting when I clinched the hill championship with three runs under my own record.

I remain an avid reader of car books and magazines, although 'Autosport' is bought more out of habit than for its content, despite Nigel Roebuck's brilliance as a writer.

My membership of the BARC, Midland AC, Bugatti OC and the Hillclimb and Sprint Association continue, but motor club politics do not interest me. I experience too much of that in my day job, advising politicians on planning matters.

Despite an initial reluctance to accept the offer, I am now really enjoying being an instructor at the Harewood School.

With plenty of other interests, I now fit my racing around the rest of my life rather than fitting my life around my racing. Yet I feel that there is still some competitive mileage in me.

The other day I borrowed a Mini Cooper from the dealership where my BMW was being serviced and took to the lanes around Castle Howard. Unimpressed by our speed, my significant other shouted "Slow down for God's sake. You are driving like a twenty year old".

This was meant as admonishment. I took it as a compliment.

BRIEF NOTES FROM THE BARC(Y) CLASSES FORUM - 10th NOVEMBER 2002 Chris Seaman

Simon Clark was in the chair with over 30 competitors attending.

Following coffee, the Chairman explained plans for 2003 including changes to the gravel at Orchard corner, improvements to Clarks with additional Recticel blocks and Quarry corner to be improved after the finish. The BARC(Y) committee

will finalize these safety measures in conjunction with the MSA.

Phil Short raised queries regarding the timing displays and it was suggested that split times be displayed on the club web site for competitors to print off as required. Phil also asked for slick shod cars not to be allocated the gravel surface area of the top paddock.

The Harewood Championship was discussed at length with many opinions being voiced. The BARC(Y) committee has subsequently decided that the new format will be;

The main Championship is to continue the present marking system based on the bogey times for each class.

The top five overall and the top lady in the Championship will receive cash awards, with a souvenir award going to the winner of each Championship class. (This means a potential of an additional 16 awards!).

The FTD series continues unchanged.

The second major change will be that all BARC(Y) Speed Hillclimbs will count towards the Championship (at this time - 9 events) with the best 6 to count. This agrees with the vote taken at the forum.

The thinking behind this is that it will give competitors more chance to have holidays (or failures!) and still feature well within the Championship.

Points were raised from the floor, and in a letter from Simon Cole, regarding the eligibility of the TVR marque for classes 1 to 3 and 6 to 8. Whilst this is still an ongoing discussion, the Chairman said that if we could have 4 TVR's per meeting they could go into their own class, if not then they would be put into the appropriate existing classes.

The windscreen height eligibility problems in classes 4 and 5 were aired together with a letter from Alan Meadows on the subject. This is another matter that is ongoing although the intention of the rule, to exclude certain cars from the category, remains unchanged.

A letter received from Roger Kilty with suggestions for changes to the Formula Ford category, reverting cars to an older specification with outboard suspension was discussed.

For the 2003 season the scrutineers will be checking tyres, seats and other eligibility items in classes 1 to 5. Jonathan Mounsey stated that competitors with certain cars might find it difficult to select tyres from list 1a. It was explained that this wasn't a problem. The competitor should enter the class for which the tyres are accepted.

The awards presentation was discussed with Phil Short presenting a radical approach of non-attendance = no award, an idea with definite merit! The alternative idea with the commentator acting as Master of Ceremonies is to be tried.

It was announced that the intention for 2004 would be to follow the MSA classes as published, but with additional classes for categories that we already run that are not catered for within the MSA classes.

The lively meeting closed at 12.45 and a debate on the merits of the discussions continued in the bar for a further 3 hours.



CROSSWORD ANSWERS

ACROSS

- 1 Lightweight Special
- 3 Trike
- 4 Rhodes
- 5 Nivelles
- 6 H C S
- 7 Serpollet
- 8 Turner
- 9 Taydec
- 10 Old Number One
- 11 Enna
- 12 Iota
- 16 Kia

DOWN

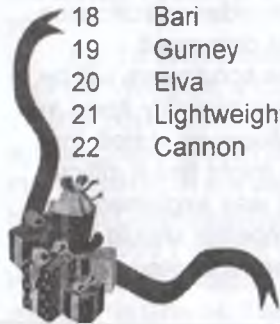
- 1 Lotus
- 6 Hawthorn
- 9 Turcat
- 13 Guinness
- 14 Redman
- 15 Twelve
- 17 Excelsior
- 18 Bari
- 19 Gurney
- 20 Elva
- 21 Lightweight Special
- 22 Cannon

TIM BENDELOW QUIZ ANSWERS

- 1 MG Midget (orange) of Geoff Goodwin 2001/2 Harewood Champion
- 2 Porsche Carrera 3.2 (white) Barry Newton
- 3 Porsche 911 3.6 (pale yellow) Mike Johnson, ex-Malcolm Pinder
- 4 Mini Cooper (white/black) Jeff Goodliffe, BRT Developments
- 5 Lola T70L 4.7 (white) Phil Scragg
- 6 Ford GT40 - John Cussins
- 7 Ferrari 250LM (red) Jack Maurice
- 8 TVR Tuscan (white/black) Tony Bancroft
- 9 Jaguar E Type - John Walker
- 10 Porsche Turbo (silver) - Tony Bancroft
- Non-racers but worthy of note*
- 11 Land Rover 110 (red) Pennine Recovery - Ray Whittaker
- 12 Mazda MX5 (red) Observer - Rob Buchan
- 13 Honda Civic (green) Marshal - Lee Commons

Race/Rally

- 1 Morris Minor (white) Pat Moss/Ann Wisdom 1957-59
- 2 Jaguar 3.4 Mark 1 saloon (light blue) - Roy Salvadori, Coombs of Guildford BTCC race car
- 3 Jaguar E Type - Graham Hill 'E' race debut winning car, Oulton Park 1961
- 4 Jaguar E Type - Dick Protheroe race car, one of three, 1966
- 5 Aston Martin Zagato. Project 212 - ex-Jim Clark 1961
- 6 Ford Escort MkII - red Cossack works rally car - Roger Clark, 1976
- 7 Audi Quattro - David Sutton cars, Stig Blomquist 1983
- 8 Talbot Sunbeam - works RAC Rally winner - Henri Toivonen / Paul White 1980
- 9 Ferrari 250 GTO (red) ex-Ecurie Francorchamps, Willie Mairesse GT car, now owned by Nick Mason
- 10 Sunbeam Talbot Mark 3 - Jim Clark's first competition car
- 11 Jaguar D Type - Jim Clark's order Reivers car - ex-Henry Taylor. The first sports car to reach 100 mph on a British circuit



2003 HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL

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



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2003 dates are

Thursdays

3rd April

1st May

29th May

14th August

Contact Pat Kenyon on

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Andrew Henson, in his Van Diemen, who won the Annual Competition Pearce Trophy

Photo: Steve Wilkinson

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

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
24th January 2003 please

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