

# YORKSHIRE CENTRE



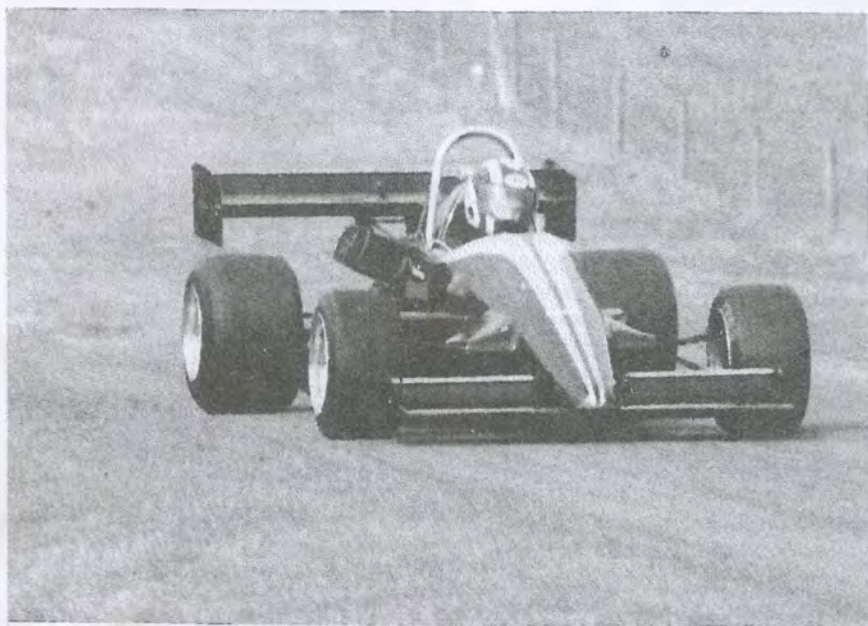
# TIMES



**April/May 2003**

**Issue No 95**

**FIRST FTD OF THE 2003 SEASON GOES TO  
ANDREW HENSON IN HIS PILBEAM**



*Andrew Henson in his Pilbeam, cresting the rise at Country Corner on his way to  
FTD at the April event  
Photo: Steve Wilkinson*

**Harewood web site**  
**[www.harewoodhill.co.uk](http://www.harewoodhill.co.uk) or [www.barc.net](http://www.barc.net)**

# CHAIRMAN'S LETTER



Welcome to a new look Times, a new Centre Committee and a new season at Harewood.

First, a quick thank you to everyone for their support since my appointment. I look forward to working with you all to build on Harewood's past successes. I must also thank Simon Clark for his significant contribution to Harewood over the last 20 years and I am pleased that he is to continue working with us.

The first event of the season is now history and, thanks to the hard work put in over winter, the venue looked in top condition. The May weekend finally saw the long awaited timing and results system in action. Looking through the split times earlier today made all those weekends digging trenches and laying cables seem worthwhile! We still have a few bugs to remove but I hope the split times help you find out where you're losing time - I'm certainly looking hard! We are hoping to publish the times on the BARC website shortly but if anyone wants them, let us have your email address.

We are now looking forward to developing the system. If you do have any ideas, suggestions, etc on this, or any other issue, please contact one of the committee (contacts on last page).

Thanks to all the 'time team' for their efforts. Thank you for your patience.

I hope you have great event in June (unfortunately a calendar clash means I have to be at Shelsley) and look forward to seeing you in July.

Best wishes to you all for a great season.

Tim

# EDITORIAL



By the time you read this, the double header on May 10th/11th will be history, but due to pressure of work I am still trying to catch up, they will feature in the next 'Times'.

We have had a very successful start to the season and Mike Geen seems to be able to break the Class 1 record at will so the rest of you will be finding it difficult to keep pace with him in the Championship.

After many years the course record at last fell to a very on form Adam Fleetwood who lowered it to 51.12. Congratulations.

I would like to take the opportunity on behalf of the centre and the competitors to wish Jan Jagger a speedy recovery. Fortunately her injuries were not as bad as first thought but her arm will be in a sling for approximately 6 weeks due to her shoulder dislocation.

We have a new Chairman and new Committee members. They will be keen to build on the success of the past and take the club forward in the next few years. It is the intention to have the best venue and organisation in the country, a high goal but achievable.

You have had your first taste of split times at Harewood. It is the intention to improve and modify the system and eventually for the splits to be placed on the web but, as they say, Rome wasn't built in a day.

The Hillclimb School goes from success to success, our next School on 29th May is fully subscribed with reserves but it is not too late to book for our final School in August.

Wishing you all a successful season.

Pat

# MOTERING MASTERMIND

*Quiz by John Green*

*Answers on Page 18*



## The 1950's

- 1 Which was Tony Brook's first race for Ferrari?
- 2 The Maserati 250F was the archetypal '50's Grand Prix car. Which sports car was developed from it?
- 3 Who drove the 'Eldorado Special' at Monza?
- 4 What year was the last Mille Miglia run?
- 5 The Lotus 12 was designed in 1958
  - (i) Who designed the body?
  - (ii) Which two drivers first raced the model?
- 6 Which British car and driver combination won a Grand Prix in the 50's, the first such win for 32 years?
- 7 Which company built the bodies for the 'knobbly' Lister Jaguars?
- 8 What was the name of Archie Scott-Brown's garage in Cambridge?
- 9 From what date were branded premium grades of petrol allowed to be sold following World War II?
- 10 Motor Sport magazine used to report on motor cycle racing in a section called 'Chain Chatter'. What was the nom de plume of its author?
- 11 Which Motor Club organised the Rally of the Dams?
- 12 In the '50's, if your car was fitted with a 'Tachimedion' what information would it give you?
- 13 What car did Pat Moss drive on her first Monte Carlo Rally, and what was its registration?
- 14 Monte Carlo Rally winner Sydney Allard's company produced an economy three wheeler. What was it called?
- 15 Which was Britain's first motorway?
- 16 Whose racing team was based at Pippbrook Garage?
- 17 John Surtees had his first bike win in 1951, but in which year did he sign for Norton?
- 18 What time of day did Moss and Jenkinson leave Brescia in
  - (i) the 1955 Mille Miglia
  - (ii) the 1956 Mille Miglia
- 19 What year was the first Daytona 500 held and who won it?
- 20 In 1956 Jim Clark entered his first race, where and in which car?



**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. 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.

**£29,950 ono without engine.**

Fresh Judd CV available separately.

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

#### **Judd CV 3.5**

Completely stripped for inspection.

Small crack in block, Zytech management, **£6,000 ono.**

Call 01477 571488 evenings for full details.

### **Jan Jagger**

Many of you will know that at the Sunday 11th May event Jan fell and dislocated her shoulder by 4 inches!!.

This was replaced and Jan is home with her arm in a sling and will be away from work for 6 weeks.

She has asked that we thank competitors and the club for their kind wishes and flowers.

We all hope that Jan is back at Harewood very soon. We all wish her a speedy recovery

**FOR  
SALE**

### **Ralt RT3**

2.0l Warrior, 238 bhp, 5 speed Hewland. Many wins and FTD's

Very good condition - will split

#### **Pilbeam MP52**

1600cc Zetec, all steel. Wide start gear, lsd

very good condition - will split

#### **Hewland Mk9**

Wide start gear

Very good condition

#### **Centre Lock Wheels**

Set of 5 7" and 9"

Start gears Mk9

1st gears Mk9

Mk9 gears

Mk5 gears

LD200 gears

Fur full details phone Andrew Henson

01706 527437

07761 549454

**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

Enough spares to run this car and build a second one. Will take any engine/ any size of driver! Space needed so offers in region of **£5000**

### **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**

### **SUBARU IMPREZA**

The yellow/white one,  
ex Richard Hargreaves.

Fresh 330bhp engine, Garrett

T28, dog box, 4 pot brakes. LEDA  
suspension, roll cage, 17" Speedlines  
and unused 16" Momos. MoT and ready  
to win

Bucks based, can deliver

**£14,400**

Phone Mike Shepherd-Smith for full spec

(w) 01296 630730

(h) 10296 630833

**FOR  
SALE**

### **MG METRO**

Class 6 record holding car

If you would like to be a  
winner without spending a  
fortune, this is the car for you.

**Contact Bobby Fryers**

(h) 01535 637548

(b) 01756 792485

for more information

**FOR  
SALE**

### **JEDI SINGLE SEATER**

Sprint / hillclimb car

Yamaha YZF1000R

thunderace engine

Slicks and wets

**£5,250 ono**

Tel: Steve (mobile) 07817 150789

**FOR  
SALE**

### **HILLCLIMB SLICKS**

**Avon A26 soft compound**

Three 8.5 x 23.3 x 17s, one  
unused, others just four  
continental climbs.

Three 9.0 x 23.3 x 17s one unused,  
others just four continental climbs

**£400 the lot**

### **Dunlop 548 Continental Hillclimb or soft race slicks**

Two 225 x 605 x 17s and

two 240 x 605 x 17s.

One Italian hillclimb only

(20 miles total use)

**£400 the lot**

These tyres represent a fantastic saving  
on new prices, have been carefully  
stored and are in excellent condition

Pair of used Avon A39 slicks

7.2 x 20 x 13s

**£30**

Pair of used Avon A39 slicks 9.0 x 20 x  
13s

**£40**

Set of Cosworth 1300 BDH rods and  
pistons

**Open to offers**

Tel: Peter Herbert

01325377125

## **CONGRATULATIONS**

Congratulations to Jon and Bronwen Waggitt on their marriage. They have been  
honeymooning in warmer climes and will be back competing in June



*Bronwen in her Formula Ford*

*Photo: Steve Wilkinson*

## Forty David Coulthard

Forty. It's just a number isn't it? So why, when it relates to your age, do people suddenly panic? I did. With my fortieth birthday looming, I was suddenly hit by a mid-life crisis and a burning desire to race a car before I was too old. By coincidence, the MG Car Club ran an advert in "Autosport" for its Mayflower Trophy Championship. This offered the aspiring racing driver an "Arrive and Drive" package, a bit like when a group of you and your mates go karting after work.

The Mayflower Trophy is backed by both MG-Rover and Mayflower, who make the body shells for the MGF sportscar. The Championship is run in three classes: road-going MGFs, MGF Trophy cars (from the previous high profile, 'professional' Championship for stripped out, 180BHP racers running on slicks) and my class for the "new" MG ZR (aka the "old" fuddy-duddy Rover 25, again 180BHP, stripped out, running on slicks, optional pipe and slippers).



*David has been sharing Helen Waddington's MG ZR at Harewood hillclimbs. This is the same type of car he is racing this season.*

*Photo: Steve Wilkinson*

You won't be familiar with my domestic circumstances, but I don't have a garage and my poor old MG Midget has to live outside on the street. No way could I house a race car and trailer, so the prospect of someone looking after the car between races, and delivering it to the circuit, was very tempting. I just needed to turn up, sign on and go racing. I guess you could call me a gentleman driver! "Just have your man deliver the motor to Brands, there's a good chap..."

The car would be built and run by MG-Rover's Sport and Racing Division. The package includes my own pit lane assistant for each meeting (Lycra-clad and holding my name board on the starting grid?), together with access to a mechanic, with a full repertoire of mechanic phrases, such as "Who sold you this then?", "You can't get the parts." and "This is gonna cost yer.". Lunch is also thrown in. All very civilised!



Eleven races were planned at eight circuits across the UK, plus a round at Spa-Francorchamps, home of the Belgium Grand Prix. Budget constraints mean that the rounds at Rockingham and Knockhill have been dropped from my personal schedule. Heartbreakingly, so has Spa, as a National "B" race licence doesn't allow me to compete on the Continent. (Secretly, I don't mind too much, as the prospect of racing at Spa frightens the life out of me!). My season will, therefore, consist of three rounds at Silverstone, both National and International variations, and one round each at Oulton Park, Snetterton, Cadwell Park, Brands Hatch and Head Office (Thruxton).

However, before I could put a wheel onto a circuit, I had to jump through a few hoops. First, I needed a race licence information pack from the MSA (£45), then a medical from my doctor (£70). Next came a driving assessment and written examination (£180). Having passed that, I could then apply for my National "B" race licence (£41). Wow, £336 just to sort out the paperwork! I'm just pleased I already had the appropriate helmet, overalls, etc. An expensive game, this motor racing.

A test day on Silverstone's National Circuit showed the car to be a little cracker, but having other people on track at the same time was a bit spooky. A sticking throttle (not what you want on your first run out) hampered the morning session, but in the afternoon I pounded round until I developed blisters on the palms of my hand. I racked up over 50 laps, using up a tank and a half of fuel and a pair of slicks, before eventually getting to within a couple of seconds of the really quick lads. But a couple of seconds in this sort of 'one-make' racing is a lifetime ...

So, almost 40 years to the day since my Uncle, Jimmy Blumer, finished 8th in his F1 Lotus 24 at the "Aintree 200" behind

Hill, Ireland, Clark, Ginther, McLaren, Amon and Taylor, I'm destined to maintain the family tradition and make my racing debut at Silverstone on April 5th. I'll still be doing a full season of sprints and hills in the Midget, competing in both the MG Car Club and Harewood Championships. At the end of the year, I'll let the readership know how the racing season went, but if you want an update, please feel free to catch me in the Harewood paddock. I should be easy to spot - that tired looking, nearly forty year old, with no money!

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## IN THE WARS

Harewood and Driving School marshalling stalwart, Daphne Walker, recently slipped in the garden. Unfortunately she hit her hip on a step, and broke the hip. Daphne required a hip replacement so quite obviously she will be hors de combat for some time.

We wish her a speedy recovery to full health and hope she will be able to continue her marshalling at Harewood.



*Daphne in marshalling attire with husband Peter*

# SPRING NATIONAL MEETING

13th April 2003

*John Green*

After a chilly start, mild and dry weather with glimpses of sunshine graced Harewood for its first meeting of 2003. Let's hope that the weather gods continue to smile on us for the rest of the season. The replacement of the gravel with tarmac after the finish line didn't snare any wayward competitors into the armco even though there were several spins after the finish.

The bikes and trikes opened proceedings, with their first runs taken before lunch interval. Stewart Cains, the only runner in Class B1 posted a best of 86.51, this on a 1937 machine. Last year's National Hillclimb Association's 1300cc winner Doug Parnell took Class B2 on his classic 350cc Ducati, forsaking his Honda Africa Twin. A new Aprilia engined special is under construction for later in the season.

Class B3 went to Patrick Dolan in 74.77, in fourth place, only 4.28 seconds slower came Martin Page on his 1934 Model 95 Sunbeam, his trap speeds were all 64mph. This would have been a good maximum speed for a small sports car in those post vintage years.

The up to 750cc solos saw a close battle, the honours and solo FTD going to Paul Jarrett's Husaberg which was five hundredths of a second faster than the CCM of Brad Mason. Despite broken bones from a spill at Elvington some weeks ago, York's Sam Matthewman took the up to 1300cc class on his vee twin Suzuki TL in 72.49 almost 2 seconds clear of Coxwold garagiste and 2001 British sidecar grasstrack champion Rob Bradley.



*The Vincent outfit of Martin Quirke and Peter Lidster. The passenger and driver leaning out to get the maximum drive exiting Country Corner.*

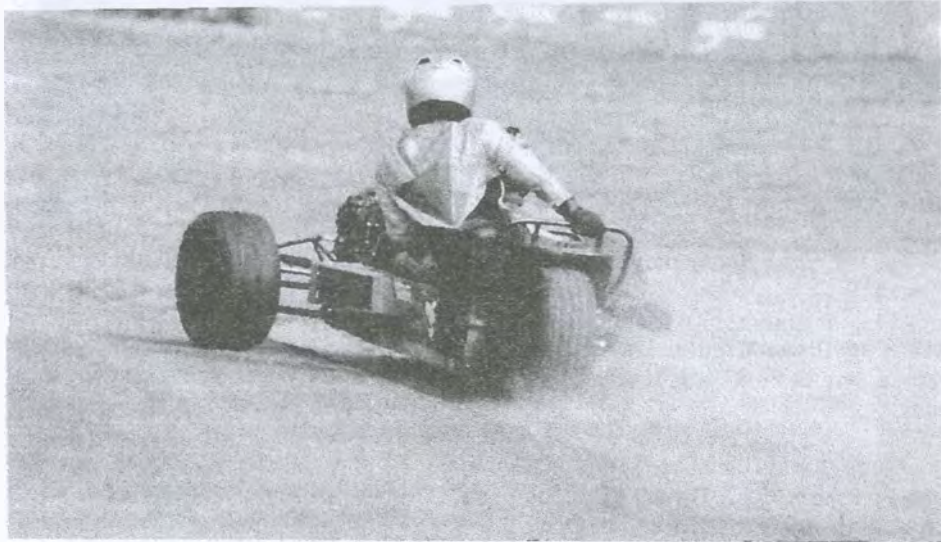
*Photo: Steve Wilkinson*



The one wheel drive sidecars came next and the big Vincent outfit of Martin Quirk and Peter Lidster (see picture at bottom of page 8) won convincingly in 71.45 seconds, a new class record. Second spot went to the lovely BMW outfit of Harry and Carol Foster, all the way from Honiton in Devon. This, despite Carol deciding to get off as the outfit rounded Chippy's Bend. Happily Carol's only injury was to her pride

handled much of the administration for the motor cycle class. John was unable to compete himself due to a leg injury sustained not on a bike, but playing volleyball on holiday. Some consolation will be John's 1300cc class record of 65.23 remaining intact - Get well soon.

On to the cars and Mike Geen, whose surname is much less common than mine took Class 1 by over 2 seconds from



*Jason Reeve and Steven Hoole kick up the dust as they exit Country Corner. The pair striving to keep one wheel of their FRS on the tarmac!*

*Photo: Steve Wilkinson*

The two wheel drive class and 3 wheeler FTD went to that very careful precise and safety conscious duo Jason Reeve and Steven Hoole on the FRS trike in 63.49 seconds with a trap speed of 89mph. It would be interesting to see what a two seater OMS could achieve - how about it Mr Owen? As if to ensure that their offspring didn't get up to any mischief, Fred Reeve and Kevin Hoole, fathers of the above, took second in class. Their FRS has a steered sidecar wheel for this season.

Special mention must be made of John and Maxine Woods who have

Matthew Pinder's Nova. His 69.61 run breaking Jonathan Mounsey's record and giving him 18.22 championship points and the lead in this year's championship.

Richard Casey took class 2 in the ex-Bobby Fryers Clio in 68.32 leaving Bobby's 67.57 record intact, but for how much longer? John Ellison's lovely Lotus Elan came in second.

The Reliant Scimitar & Sabre Owners Club class saw Jeremy Cunningham's well sorted Coupe well ahead of the GTE of Alan Furness, the little



*Bobby Fryers' new toy is a sinister black Lotus Elise*

*Photo: Steve Wilkinson*

SS1800 of Bryan Crouch taking 3rd. Jeremy's time of 68.87 was a new class record.

Class 3 went to Mike Johnson's mighty Porsche in 65.72. The car still needs final setting up following its capacity increase, Richard Hargreaves record must then come under threat. John Gallagher came in second in the turbocharged Nissan Sunny ahead of Grace, Pace and Space of John Slater's Jaguar.

The usual battle for Class 4 was resumed, newly elected committee member Dale Cordingley taking the honours from Robert Bellerby by 0.4 of a second. Robert Warwick bringing his Westfield into third spot. Richard Vale's Caterham won Class 5 in 67.25 with Peter Walker keeping Bobby Fryers' new toy, the Lotus Elise in third.

Class 6 went to Richard Semley in 67.61 despite his wife Michelle visiting Farmhouse Corner's gravel on her first run. Roy Bolderson, using slicks for the first

time, took second ahead of Joe Harriman's new Mini. His old one was too bent to straighten after two offs in one day at Harewood last year.

Class 7 and 8 were merged, as Simon Bainbridge's Audi is still not quite ready following the winter's programme of improvements. The E Type of Haydn Spedding took the class with 65.15, the Astra of Neil Stokes separating Haydn from co-driver and former Autosport journalist Chris Mason.

The pre-1994 Formula Ford class went to Mick Moore in the Van Diemen, Stephen Davies' Swift was almost one second up on third place man Jon Waggitt in the much older Royale of 1969 vintage. Jon was co-driving with Bronwen Hunter due to a problem with the management system on his Reynard Gould.

The merged Mod Prods saw the 5 litre TVR Tuscan of Roger Coulsey, formerly the shared car of Barry Lines and

Mark Waldron, take the class from Anthony Parker's Vindicator Vulcan. Les Procter's twin engined OMS won the Sports Libre class from Matthew Sutcliffe's Matador by over 5 seconds.

Racing Cars up to 1100cc was an OMS benefit. Martin Vesty's 998cc Yamaha engined car - perfectly standard engine, no trick bits whatsoever you know - was a quarter of a second faster than John Chacksfields 1100cc car. Michael Walton's 750cc OMS was third. Class J saw James Blackmore turn the tables on the Centre's new Chairman Tim Wilson. Tim was first last September, but this time James's best run was 0.36 seconds ahead. Both drivers incidentally were faster last time out. So second FTD went to James and third to Tim.

Fastest in Class K and taking FTD by 0.02 of a second was Andrew Henson in the Pilbeam MP62. Andrew was Mr Consistency at the speed trap with all three runs recording 100 mph, the only three figure speeds of the day. The Quest of Peter Hamilton came in second with George Bleasdale's Pilbeam in 3rd.

A special thank you must be given to marshals who, because of the requirements of the Auto Cycle Union's

track licence, had to remove and replace the thwacking posts several times during the day. I understand that over the public address system, the word 'thwacking' came out as something else, the commentator referring to "marshals replacing the .....ing posts". The commentator will use the term "corner delineating and overrun prevention markers" in future.

## RESULTS

<i>Cl</i>	<i>Name</i>	<i>Car/Bike</i>	<i>Time</i>
B1	Stewart Cains	250 Velocette	86.51
B2	Doug Parnell		74.99
B3	Patrick Dolan	Suzuki DRZ	74.77
B4	Paul Jarrett	Husaberg	70.67
B5	Sam Matthewman	Suzuki TL	72.49
B6	Martin Quirk	Vincent	71.45
B7	Jason Reeve	FRS	63.49
20	Jeremy Cunningham	Scimitar	68.87
1	Mike Geen	Peugeot 205	69.61R
2	Richard Casey	Clio Williams	68.32
3	Mike Johnson	Porsche	65.72
4	Dale Cordingley	Caterham	64.85
5	Richard Vale	Caterham	67.25
6	Richard Semley	Vauxhall Nova	67.61
7+8	Haydn Spedding	E Type	65.15
9	Mick Moore	Van Diemen	63.44
A+C	Roger Coulsey	TVR	70.52
F+G	Les Procter	OMS	60.29
I	Martin Vesty	OMS	56.81
J	James Blackmore	OMS	55.78
K	Andrew Henson	Pilbeam	55.76
FTD	Andrew Henson	Pilbeam	55.76

## A NEW ADDITION TO OUR DRIVING SCHOOL INSTRUCTOR TEAM

We would like to welcome Richard Hargreaves who has recently been appointed as one of our regular Driving School instructors.

Richard is a past Harewood Hillclimb Champion and current Class 3 record holder in his potent yellow Mitsubishi Lancer EVO so he has the right pedigree to instruct at the School.

Richard is a tall chap so Pat will have to be highly selective as to the type of car he instructs in. The thought of him trying to lever his frame into a Caterham beggars belief, particularly when it is an inclement day and they have their hoods up in addition to the full roll cage. BK likened it to getting in to a letter box.



# Treatment for upgradeitis

*Dale Cordingley*

Why do I always succumb to this illness from October onwards each year? And why do I always feel guilty about making myself better? Do other racers suffer this way?

For me it all started back in the summer at the Lotus 7 Club sprint at Curbrough. Casually leaning on a fence watching Sarah thrash the Caterham to within an inch of its life, I looked round to see Dave Andrews. Now those of you who have read my drivel before may remember an article back in 2001, about upgrading my Rover k-series engine (or is it X-Power now?) from 138 bhp to 184 bhp. Well my tutor at that time was the god of k-series power, Dave Andrews.

Dave asked 'is the bottom end still standard?' Assuming he was talking about the car and not Sarah, I said 'yes why do you ask?'. Dave replied 'well if I were you I would be seriously thinking about forged pistons, because they are the weak point in your engine and you wouldn't want that motor trashed would you?' How do you answer that one then, apart from saying 'No, what should I do?'

So the downward spiral into upgradeitis started. But if I am going to replacing the pistons I will need the engine out and if the engine is out and stripped, I might as well put in some banshee cams from an R500 (yes a Caterham R500 is an 1800 and mine is a 1600). But if I put in these cams I will need double valve springs too and some metal removed to avoid the cam lobes coming in to contact with the cylinder head.

And whilst the engine is out, I should really think about preventing oil surge so a dry sump or Apollo tank would be a good

idea. Oh, and whilst I think about it the throttle bodies I use are a bit heavy and have a convoluted manifold which is cracked, so let's replace them. And a lightened flywheel wouldn't go amiss to make the motor even more responsive. So now I am into hallucination mode, I see £ signs before my eyes. But the illness takes away any rational thought process at this point!

So January arrives, orders are placed and bits start to arrive. Out with the engine and strip down - no not me, the motor. Bits all over the garage and the trailer. Will I ever get them back into one unit or will it be like the MFI wardrobe where there are always a few bits left over?

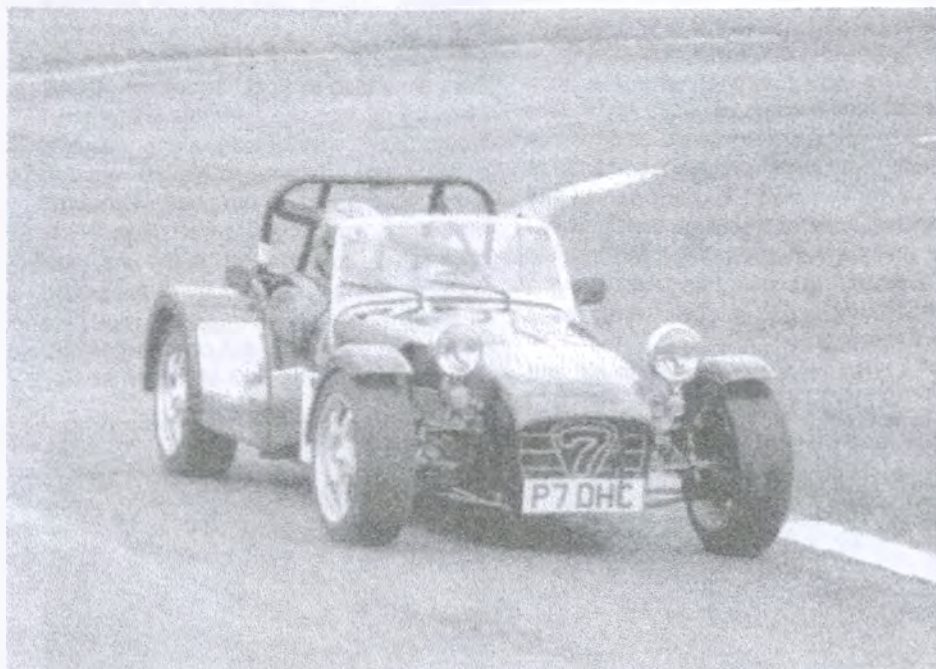
I arrange to go down to Dave Andrews in Milton Keynes in early March to have the cylinder liners and the little ends on the rods honed. To my surprise it's me that ends up doing the work, whilst he tinkers with the engine from Wayne's Elise (he had travelled over from Paris), if he didn't have diplomatic plates on the car I would swear he was a hairdresser! So after arriving at 6.30 in the evening, I left at 12.30. I think his wife thought I was staying the night! Anyway I departed with fettled parts (ooh, err misses) and a box of other goodies for the upgrade.

Back home I start the meticulous process of re-building the engine. Lessons from the past when building an engine for an Escort Mexico came to mind ..... when putting the pistons in the word 'front' on the piston means exactly what it says; otherwise the valves will have the greatest of pleasure in meeting up with the pistons!

Everything goes smoothly until it comes to attaching the clutch cover to the flywheel. It was like being in the Battle of Britain. As I tightened up the new bolts there was a sudden crack as one flew past me like a bullet from a gun, then another,

then another. What on earth was going on? After much head scratching and calls to Caterham, it turned out that they had supplied incorrectly threaded bolts!

were approaching so much faster than before. Waiting for the second run I noticed steam coming from the engine, oh no! As it turned out I had forgot to tighten a stud on the throttle bodies and this allowed



Shiny new throttle bodies needed some metal removing to match them to the cylinder head ports - no room for error here. Then it was a case of re-fitting the engine and starting her up. Oh, I did manage to drop a clip into the bell housing after fitting it. After much cursing a long magnet and Sarah's boyfriend Craig, saved the day.

The week before practice day the car was booked in to Dave Walker's (technical editor of Car and Car Conversions fame) rolling road. But Dave was moving from Brixton to near Snetterton and the RR was not fully operational.

Practice day arrived and with only 120 miles on the engine Sarah and me were set to take to the track. On my first run something had changed! The corners

coolant to seep out over the engine. Once fixed, Sarah took the car out. Coming back in after her run she said 'I feel sick, its awful Dad'. To which I replied 'get out again' - always one for some sympathy!

Anyway at the end of the day we had both managed reasonably good times, I had three 65sec runs, just a second short of my personal best. So once the engine is properly set up and the track is a bit warmer, we may see some cracking times - if we can learn to drive it.

To cure my disease I was looking for 200+ bhp and an increase in that all-important torque. Did I get it? Well the rolling road is now scheduled for 11 April. But I do feel much better now. Will the condition return next winter? We will just have to wait and see!!

## Rock and rain! *Dale Cordingley*

'If you are David Coulthard, then I am Johnny Herbert.' 'Nice to meet you Johnny!'

The early morning call in the hotel had not materialised. At 7.30 my mobile rang. It was Dave Coulthard and he was already there, having his bacon buttie at the Johnny Herbert Experience in the hospitality suite at Rockingham. Luckily I was only 10 minutes away. But outside the weather was doing its best to put a damper on things, cats and dogs were everywhere.

I arrived in time for a bite to eat and

first into the 1800 Ford Zetec powered single seaters on the banked circuit. The mechanic gave a cursory wipe of the seat, leaving only a couple of inches of water to sit in, before strapping us in with a six-point harness. Three cars followed behind a bright yellow Seat Leon Cupra. There was so much spray I could just about make out the yellow blob in front. I reckoned that if he went off into the concrete wall, then I would follow very quickly, along with two other single seaters. That 10 minutes didn't finish a minute too soon. But it did make me appreciate what Grand Prix drivers have to cope with in the wet, only we were doing about two thirds the speed of them.

Next was a trip out on the oval with Johnny Herbert in a 3-litre twin-seater



the briefing. The girl and guy next to me were from Codemaster, the people who produce computer games such as Colin McRae's rally game and at the other side the guy was from the Northampton press. In addition there were about 70 people there, including JH himself. The temptation had been the banked circuit and some tasty cars to drive, and all free!

Everyone was spilt up into teams, both DC's were in the Renault F1 team and

single-seater, if you understand what I mean! The lasting impression was of a neat drive on the motorway, but with a little less sensation of speed and less traffic!

We then tackled an autotest in a Seat Toledo equipped with a skid frame and two colleagues to take the mickey. This was followed by another 1800 single seater, then a 115 bhp Elise (which I managed to spin twice!) around the infield circuit.



After lunch we headed for a pit stop activity changing big wheels on an ASCAR car. Mr Coulthard playing gunman on the wheel nuts, whilst I juggled with them as they came off. What a shower! At first we couldn't even find the brewery, never mind organising the p\*\*\* up! But in the end we beat the other teams by a country mile.

Talking about country mile, we then did some mud plugging in an Isuzu Trooper off-roader. The fellow before us had managed to remove the front bumper in his exuberance. Then we had another autotest, but this time in a single seater ..... with slicks on the front and road tyres on the back! I thought I did rather well, but JH beat me by a second!

Then it was time for a go in the 2 litre Seat Leon Cupra on the banked circuit. This time wipers and a demister helped me see where I was going. Dave observed speeds in the three figures, but thought it was still less dramatic than the M1 during the day!

Lastly we sampled an Elise 111 with 160 bhp and a turbo powered Impreza with 280 bhp on the Lake circuit (appropriately named). This time we were tutored by Nick Leeson (TOCA driver not Barings Bank) and Phil Bennett (also of TOCA fame). The Elise was at bit of a handful, very tail happy and inclined to spin off backwards. The Subaru however, was in its element on the wet or should I say soaking, circuit. But the real treat was still in store with Johnny taking us round in the Elise 111, wheel twirling, max revs and handbrake being liberally applied. The guy is a star, he had the car dancing and at the end of the session, pirouetting! As Murray would say, fantastic!

Both Dave and me went home after thoroughly enjoying ourselves, even if it did take a few hours to dry out.

## IN THE WARS

Our commiserations and best wishes to Sandra Tomlin. Sandra was washing the outside of her motor home. She felt the steps wobble, jumped off and unfortunately broke her ankle. To compound matters, the steps toppled over and broke her leg.

She has had a frame fitted for a while but this has recently been replaced with a plaster and she is on the mend.

Hopefully we will see her in July. Our best wishes for her speedy recovery.

## CONGRATULATIONS

Congratulations to Dave and Anita Banner on the birth of their son Michael.



*Dave has every reason to smile after becoming a proud father.*

## Nocturnal Motoring Adversaries

Peter Herbert

Dear Pat

I was most interested to read Tim Wilson's "Face To Face" in the recent "Times", and eagerly await a contribution from your esteemed spouse. Brooklands memories always make interesting reading.



However this letter stems from Tim's admission to having a trophy from the Matgrove Rally of 1976 as, by amazing coincidence, so do I.

Being something of an anal retentive in such matters, I just still happen to have the entry list and results sheet from that event, and sure enough, running at number 56 were S. Tate and T. Wilson in a

Ford Cortina. At 29 were P.G. Herbert and D.G. Walker in an Escort RS2000.

I remember it being a particularly warm June night, and having to put copious amounts of drops into my eyes to stave off the effects of hay fever before the start which, incidentally, took place at Scotch Comer.

My records go on to show that the 150 mile route of this Stockton and District Motor Club organised road rally took in all the best North Yorkshire moors and dales roads, including the infamous Caydale Mill ford, the 1 in 3 Rosedale Chimney, and the frighteningly fast and undulating Egton High



Moor. The event was decided over 18 timed to the minute road sections, and three timed to the second selectives, one of which was a marathon 25 minuter over the notorious Cockane loop. Of the 85 starters, 45 reached the Fox and Hounds, Wreton, finish for breakfast.

The Castleford Motor Club crew of Tate and Wilson were classified 18th overall! Modesty forbids me to divulge my result, but I will admit to being second quickest over the longest selective, and enclose a photo to prove I was there.

So who would have guessed that Tim and I were, unknown to one another, nocturnal motoring adversaries some twenty years prior to becoming Class A rivals in Caterham and Westfield at Harewood?

## LETTERS TO THE EDITOR

Dear Pat

We write following the Harewood Hill Climb Event on Sunday 13 April 2003 to thank everyone at Harewood Hill and BARC for such a great day and a really well organized event!

All the bike riders involved had a really enjoyable day and commented on what a brilliant hill Harewood is and were all asking when the next event would be this year! Hopefully we will be able to do it all again next year.

Thank you once again for all your hard work and help.

Yours sincerely

John & Maxine Woods

---

Dear Pat

Just a quick note re last weekends meeting (13th April), to say that John Green did a first class job as commentator on the day, he was most informative and the element of humour was excellent.

I do hope you make use of his services again.

Kind regards

Paul Johnson

---

Dear Pat

### **HAREWOOD PRACTICE DAY 30th MARCH & CLASSES**

Firstly we would like to thank everyone connected with the above event, the organisers, officials, marshals and other competitors for a well organised and enjoyable day. To organise such good weather for the 'hill' was also a major bonus!

This was our first taste of hillclimbing, and as 'refugees' from Historic Rallying with our Cortina GT, we really enjoyed a professionally conducted event coupled to a friendly and relaxed atmosphere.

However, and this is not a criticism, could you please consider the possibility of an extra class for Classic/Historic road going saloon cars, say with a cut-off point of 31st December 1972 Or 1974 build date?

This could be eventually split into appropriate engine capacity classes if there was sufficient interest. Speaking to other competitors with Mkl Escorts etc, it is felt that we add to the interest and spectacle of a meeting, but being included in the respective capacity classes with much more modern vehicles, achieving a respectable finish is virtually impossible and we just end up 'making up the numbers!'

We appreciate your meetings are probably oversubscribed and perhaps you are unable to accommodate extra classes, but could you perhaps just try it on a temporary basis for a couple of events and then assess the response?

Anyway, thanks again for a great day, and yes we'll be back soon irrespective of the classes!

Dave and Paul Woodford

### **An unofficial reply**

I assume you will have had a reply from either Chris Seaman or Tim Wilson.

While having every sympathy for you and those in the same predicament, as a Club we have found that we gain very few, if any, extra entries by running a Historic/Classic class. Most of our eligible competitors would just migrate from our existing classes which would mean that many would have to be merged.

As a Club we have already set the classes for 2003, it would be extremely difficult to add to our existing class structure at this juncture.

We are a democratic Centre and if you wish to make your views known, we have a Drivers Forum held in November. I suggest you look out for the date in future 'Times' and if possible, attend.

BK



# MOTERING MASTERMIND QUIZ ANSWERS

- 1 The 1959 British Empire Trophy at Oulton Park
- 2 The Maserati 300S
- 3 Stirling Moss
- 4 1957
- 5 (i) Frank Costin  
(ii) Cliff Allison & Graham Hill (Monaco GP)
- 6 Tony Brooks, Connaught, Syracuse (Sicily)
- 7 Williams & Pritchard (Edmonton)
- 8 The Autodel Garage
- 9 1st February 1953
- 10 Carrozino
- 11 Sheffield & Hallamshire Motor Club
- 12 Average speed
- 13 Austin A90 Westminster POM755
- 14 The Allard Clipper
- 15 The Preston Bypass
- 16 Rob Walker Racing
- 17 1955
- 18 (i) 7.22am  
(ii) 5.54am
- 19 1959, Lee Petty
- 20 Crimond Airfield near Aberdeen, DKW Sonderklasse

## Caption Competition

Unfortunately we only had one entry for our caption competition which showed young Samuel Wilson 'reading' Autosport.

This was from Richard Hardcastle and his suggestion was-

"Why aren't you in here Daddy?"

Thanks Richard, a baseball cap awaits you at Harewood.

## Finally

Saddam Hussein was sitting in his office wondering whom to invade next when his telephone rang.

"Hallo, Mr. Hussein!", a heavily accented voice said. "This is Paddy down at the Harp Pub in County Sligo, Ireland. I am ringing to inform you that we are officially declaring war on you!"

"Well, Paddy," Saddam replied, "This is indeed important news! How big is your army?"

"Right now," said Paddy, after a moment's calculation, "there is myself, my cousin Sean, my next door neighbour Seamus and the entire dart team from the pub. That makes eight!"

Saddam paused. "I must tell you, Paddy, that I have one million men in my army waiting to move on my command."

"Begorra!", said Paddy. "I'll have to ring you back!" Sure enough, the next day, Paddy called again.

"Mr. Hussein, the war is still on! We have managed to acquire some infantry equipment!"

"And what equipment would that be, Paddy?" Saddam asked.

"Well, we have two combines, a bulldozer, and Murphy's farm tractor.

Saddam sighed. "I must tell you, Paddy, that I have 16,000 tanks and 14,000 armoured personnel carriers. Also, I've increased my army to one and a half million since we last spoke"

"Saints preserve us!" said Paddy. "I'll have to get back to you.

Sure enough, Paddy rang again the next day. "Mr. Hussein, the war is still on! We have managed to get ourselves airborne! We've modified Jackie McLaughlin's ultra-light with a couple of shotguns in the cockpit and four boys from the Shamrock Pub have joined us as well and they all have a Parachute!"

Saddam was silent for a minute and then cleared his throat "I must tell you, Paddy, that I have 1,000 bombers and 2,000 fighter planes. My military complex is surrounded by laser-guided, surface-to-air missile sites. And since we last spoke, I've increased my army to TWO MILLION!"

"Jesus, Mary, and Joseph!", said Paddy, "I'll have to ring you back

Sure enough, Paddy called again the next day. "Top o' the mornin, Mr. Hussein! I am sorry to tell you that we have had to call off the war"

"I'm sorry to hear that," said Saddam. "Why the sudden change of heart? "

"Well, " said Paddy, "we've all had a long chat over a bunch of pints, and decided there's no f.....in way we can feed two million prisoners.

God Bless the Irish!

Our grateful thanks to Ron Fitton of Rev Counter and the Austin Healey Club for permission to use the above article

# 2003 HAREWOOD SPEED HILLCLIMB DRIVING SCHOOL

*Increase your chances of doing well in 2003 by attending  
the Harewood Speed Hillclimb Driving School*

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



*Join the winners  
Fabulous Gift  
or treat yourself  
Remaining 2003 dates are  
Thursdays*

**29th May (Full)**

**14th August**

Contact Pat Kenyon on  
(0114) 234 0478 or (0114) 285 1114  
e-mail: [pkenyon@holdworth.fsnet.co.uk](mailto:pkenyon@holdworth.fsnet.co.uk)

## PLEASE NOTE:

Any queries about competition or class matters, please ring Chris Seaman (B) 0114 258 5695.

Please inform Headquarters of any change of address or you will not continue to receive your 'Times'.

Any queries requiring the attention of the Committee or matters regarding the Club please contact Caroline Marston or Tim Wilson (telephone numbers on back page).

I am only the entries secretary and 'Times' editor.

Pat

**Harewood Marshals  
Association is sad to report  
the death of Joe Taylor, one  
of our regular Marshals at  
Harewood, in early February  
2003. Joe's death was most  
unexpected and came as a  
great shock to us all.  
Our sympathies go to all his  
family and friends alike.**

**Keith Davison  
Chairman Harewood Marshals  
Association.**

# DATES FOR YOUR DIARY

## HAREWOOD SPEED HILLCLIMB 2003 DATES

**Jim Thomson Trophy**

8th June

*Caterhams & Morgans  
plus all the usual classes*

**MSA British National  
Championship**

5th/6th July

*Top National Championship  
contenders*

**Montague Burton**

3rd August

*Caterhams & Ginettas and  
all the usual classes*

**Summer Championship**

24th August

*Pre-War Austin 7's and Lotus  
Cars + all the usual classes*

**Greenwood Cup**

13th September

*Ferraris + all our usual classes*

**Mike Wilson Memorial  
(Finals)**

14th September

*MG's & Porsche plus all  
the usual classes*

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

**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**

**ADVERTS, ARTICLES,  
LETTERS**  
*are always required for the  
'Times'.*

*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 please by  
**13th June 2003**

Mrs Pat Kenyon, 'Hillside',  
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Tel & Fax (0114) 234 0478  
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