

YORKSHIRE CENTRE



BARC

TIMES



July - September 2004

Issue No 100

100th 100th



A Harewood success story, the Formula Ford class is presently going through a revival phase and is gaining in popularity.

Photo: Ken Grey

100th

www.harewoodhill.co.uk

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.

CHAIRMAN'S LETTER



Dear Member

The season is now well under way and Harewood has played host to the best of British hillclimbing. The Harewood championship is as closely fought as usual; we've seen the best one-makes including Caterhams and Ferraris and a thrilling British championship round culminated in a new hill record - well done Adam!

We have broken our own records as well with this 100th issue of the Times. A lot of effort goes into putting this circular together - thanks Pat!

The rest of the organising team has been busy as well. Our marketing team is promoting Harewood through websites, local radio, press and a stunning new programme. We are pleased to welcome a host of new sponsors on board and hope they enjoy their association with the best speed hillclimb in the North.

The 'time team' is making good progress with the development of our results service. We have had something new for every event, including a commentator's display, a new split at Country and back-up results system. The venue continues to improve, thanks to our resident 'groundforce' team, with a new hillside path as well as plenty of painting and grasscutting!

With all this progress we are looking forward to welcoming the British championship back in a few days time - will the record go into the 49's?

See you soon,

Tim

EDITORIAL



Dear Member

A milestone has been reached with the production of my 100th issue of the Centre's magazine. I am proud to have been involved for so long and would like to extend my grateful thanks to all who have contributed over this period.

As you all should know, I will be retiring as Entries Secretary in September after our finals on the 18th and 19th. I am sure I will miss all the wonderful people I have come in contact with over the years but now is the time to hand over to someone else. I have found the office fulfilling but stressful. As the years advance I am finding it more and more difficult to motivate myself, in truth I need a complete rest.

Pat

IMPORTANT NOTICE

As from the end of September I will not be the contact for Harewood.

You can contact me only for the Driving School or the 'Times'.

Contact numbers are on the back page.

Pat

GET WELL SOON

We hope that Mike Fitzsimons makes a speedy recovery after his sudden heart attack while unloading the car at Doune. The Yorkshire Centre sends its best wishes.

John Rayner, who competes with his son in Class 1 in a Peugeot was involved in a serious car crash in which he received multiple injuries. It will be a long road to recovery for John. We wish him all the best for a rapid recovery.

THEY PEAKED TOO SOON

HAREWOOD OPEN MEETING

May 15th 2004

Brian Kenyon

Warm, with a cool breeze, the tarmac temperature was up - hooray!, the day promised records aplenty. Two records were beaten in practice and with three class runs, it was all to play for in Round 2 of the Mallory Park sponsored Harewood Championship.

Nineteen Ferraris kicked off proceedings, possible class winner Jon Goodwin was in trouble before the event, he was unable to play in his 355 so he had to change to his other Ferrari! York driver Nick Frost in his special edition 348 GTC was over 1 second quicker than the ever smiling Richard Prior in his 348 ts. Third was Chris Hitchman, three hundredths faster than the aforementioned Jon Goodwin. Richard Allen caused some consternation when he spun at Farmhouse and knocked the tyre off the rim of his 355.

Next class up was the Triumphs, Pen Davis' racy looking GT6 was a second and a half quicker than Wattle and Daub member Ronnie Clayton who was peddling his usual TR4A. Completing the GT6 sandwich was 3rd place man Patrick Squires.

The Austin Healeys set the only class record of the day, this was achieved by ex-motor cycle competitor Adrian Ball in his blue Mk1 Sprite. He headed a 1, 2, 3 for the Mk1's, in 2nd and 3rd respectively with their regular yellow Frog Eye was Stuart Bullas and Robin Johnson. 4th was the first big Healey looking resplendent in works colours in the hands of Richard Mason.

Having given the organisers a heart attack with their request for 125 regs booklets, the Westfields arrived for their first BARC Harewood with an entry of 18.

The 2 litre of Mark Smith was quickest on 60.14, 2nd was late entry Adrian Clinton-Watkins close behind on 60.92. Third on 62.33 was the 2.1 version of Bingley driver Stephen Robinson. Fourth was the first of the small motor cycle engined cars on 62.93 driven by Nick Algar.

Our Harewood Overall Champion of 2003, Mike Geen, was back on top of Class 1. His Peugeot set a time of 68.42 in, he headed 2003 Ladies Champion Clare Sullivan who survived a lurid spin at Quarry - 70.12s. Close behind the 'fast Mini lady' was the Peugeot of Steve Foster - 70.76.

Proving that Peugeot make a cracking competition car in the guise of the 205, the larger engined version of David Sykes in his 1905cc car, was the quickest man in Class 2. Second was John Ellison the red and white Lotus Elan drop-head Sprint. He used its stretched 1699cc to good effect in recording 69.07s. The shared Escort of Adam Warren (69.51s) headed his compatriot Iain Ball who recorded 70.25s.

The pristine white Mitsubishi EVO of Jonathan Mounsey crept a little closer to the record of Richard Hargreaves when he recorded 65.28. Second was the turbocharged Nissan Skyline of Philip Andrews who recorded 68.86 ahead of Carl Hughes in the similarly turbocharged 2 litre Rover 600. He set a time of 70.40s.

Despite recording a time in practice which would have seen a new class record in Class 4, the 1600cc Sylva Striker of Bob Bellerby was unable to match it when it mattered. He overdrove and was untidy but was still top points scorer on the day with 17.77. In second was a new name, that of

Kevin Bamber while Mike Smith in third also suffered from untidyness. In fourth was Sarah Cordingley, despite ending one run deep in the gravel trap at Quarry - she used the 200+bhp of the Caterham well and helped demote dad to 6th. An on-form Jonathan Medley was 5th in his Caterham Super Sprint in this very competitive class.

Guy Gibson borrowed his 'old' Westfield back with the express intention of setting the Class 5 record but wound up being second fiddle with a 64.70s in class behind the car's new owner Keith Anderson in 64.32s. Keith had just attended the Driving School!!! I rest my case. Third was the Westfield of Mike Tate - he recorded 70.42.

In Class 6 the blue and yellow Metro of Philip Sturdy (65.85s) was 2 seconds quicker than the evenly matched Mini's of Joe Harriman and Roy Bolderson.

He paid the price, his 62.30 was slow for him. Isle of Wight driver Derek Thomas did well to keep Simon in sight, his Porsche 911 recorded 65.88s, while another Harewood 'virgin' Andy Bliss recorded 68.71 in the Fiesta on his 1st timed run then went slower. Claude Spencer's drop-head BV8 tested the Recticel barriers at Willow, fortunately they worked and the B sustained very little damage and he was able to complete his day.

In a change from his usual occupation as a police officer, Steven Davies in the Swift Formula Ford wanted points, not on his licence but in the Harewood Championship. An overnight head change proved fruitful and he set the second highest points score of the day with 17.71 and a time of 61.24s. This secured him the class from usual front runner Mick Moore (62.37s) who was handicapped by a severely broken hand, which had steel



Simon Bainbridge, being careful not to wear out our new track surface. Although his Audi may be 4 wheel drive, the manoeuvre no doubt compromised his time.

Photo: Ken Grey

In Class 8, the next to last exclusive Harewood category, Simon Bainbridge in the powerful Audi peaked too early and broke the class record in practice but his timed runs were somewhat wild and erratic.

pins holding it together. In third place was Ian Thomas in the white Swift in 63.50.

With only four runners in five classes A, B, C & G it was the smallest capacity

car of Tony Brumfield who was quickest in his motor cycle powered Sylva Striker. He outpaced the Class B 2000cc Lowcost of Kevin Tate by over two and a half seconds. This is not a new phenomenon in these classes, we seem to suffer a dearth of entries.

If your name wasn't Graham and your car wasn't a Radical, you did not feature in the top two in Class E. G Smith beat G Henson by over three and a half seconds while Nick Cook was third with 68.53.

Despite not being a regular at Harewood Tim Elmer's Imagination PH1 was nearly two and a half seconds quicker than the OMS of Les Procter. Paul Gibson was third with 68.67s. Capturing everyone's interest and imagination was the Fiat engined Morris Minor of John Beardmore - not quite like the one your granny used to drive, a fantastic engineered piece of kit.

Andy Ball, a doctor, netted first in class and third FTD - just the tonic, his 55.96 in Class J demoted usual quick man James Blackmore in the OMS to second, the car not flying on this occasion! Third was Dave Boland's OMS in 68.30s.

2003 FTD Champion Andrew Henson usually is the man to beat in Class

K and so it was with Specialist Sports Cars man Jon Waggitt 2nd on 55.43, 3rd with 56.71s William Mason debuting the Ralt at Harewood he shares with his dad Tim proving that experience isn't everything and youth will have its day.

Winding up proceedings was the Pilbeam of Sandra Tomlin who unfortunately had no-one to play with in Class L.

With the top guns due in town and an even better weather forecast, Sunday looked like a memorable day in prospect.

RESULTS

Cl	Name	Car	Time
10	Nick Frost	Ferrari	66.79
16	Pen Davies	Triumph GT6	67.50
18	Adrian Ball	A H Sprite	69.41R
22	Mark Smith	Westfield	60.41
1	Mike Geen	Peugeot 205	68.42
2	David Sykes	Peugeot 205	68.85
3	Jonathan Mounsey	Mitsubishi EVO	65.28
4	Robert Bellerby	Sylva Striker	63.83
5	Keith Anderson	Westfield	64.32
6	Philip Sturdy	Metro	65.85
7+8	Simon Bainbridge	Audi	62.30
9	Steven Davies	Swift	61.24
A+B	Tony Brumfield	Sylva Striker	60.25
+C+G			
E	Graham Smith	Radical	60.43
F	Tim Elmer	Imagination	58.52
I+J	Andy Ball	OMS	55.96
K	Andrew Henson	Pilbeam	54.89
L	Sandra Tomlin	Pilbeam	58.53
FTD	Andrew Henson	Pilbeam	54.89



York driver Nick Frost, the winner of the 19 strong Ferrari class

Photo: Ken Grey

FLEET-WOOD

May Championship Meeting

Sunday 16th May

Brian Kenyon

The day dawned sunny, bright and clear, a second day of hillclimbing in the sun must be a record. The lack of sun-blocker on Saturday left me glowing. There was a buzz around the paddock. Everyone expected..... We were not to be disappointed. Two run offs, places on the Leaders and the 3rd round of the Harewood Mallory Park sponsored Championship were at stake.

New records for Class L and the course went to the all conquering 3500cc Gould of Adam Fleetwood but he was closely shadowed all day by Graeme Wight Junior's 2500cc Gould who was waiting for any sign of weakness, in vain as it happens. These two drivers were streets ahead of the opposition.

The MSA Championship classes were the first to put their tyres onto our new tarmac. Demon Tweaks employee Dave Kimberley was in the red Class B Caterham 2000 he shares with Richard Homer. As was to be expected, he was nearly one second quicker than the smaller capacity Class A Suzuki engine'd Sylva Striker of Tony Brumfield and the Caterham Honda of Robert Kenrick. Tony always held the advantage over the class record holder Robert in the race for 2nd, throughout the day Robert never achieved his usual pace.

Also merged was Class 8 and C, coming out on top was farmer Simon Bainbridge who was closer to the pace this time, much quicker than on Saturday. He recorded his time of 60.68s on his 1st class run. His 2nd run ended at Orchard when the Audi's suspension collapsed. A lengthy delay ensued as the car was recovered by suspending it with a strap under the engine. The concern was not to damage

the car further. Haydn Spedding headed a two-three for the E Type he shared with Chris Mason.

Class D, the Hillclimb Supersports (Clubmans to us oldies) was well subscribed and had 10 entries, they were headed by the Mallock of Simon Moyse in front of the first of the Ward brothers. Ashley bringing the family Mallock into second while Chris was separated from his brother by Matthew Harrison inevitably in another Mallock. The class was almost exclusively Mallocks.

Merged classes were the order of the day. Among the Class F larger capacity sports racers, Chris Guille in his 2 litre Mallock headed Ian Fidoe in his Pilbeam sports racer while the first of the smaller Class E runners was Edward Hollier in 5th.

H was merged with I and shortly to retire from the sport Martin Vesty (OMS) headed Dave Banner (OMS) by nearly 3 seconds. In third place was the 490cc Nova Jedi of Glyn Sketchley.

Proving a good little 'un can beat a good big 'un, the Class J Force of Phil Cooke headed the Class K OMS of Trevor Willis, Tom New (Pilbeam) and local Jon Waggitt in the green Reynard Gould. Pipped at the post in last year's Harewood FTD Championship, OMS driver James Blackmore was quickest local in Class J. A further delay was caused when William Mason turned sharp left into the hedge in the run up to Orchard, when a suspension rose joint broke and required sympathetic recovery.

In their first class runs, Adam Fleetwood headed the class ahead of Graeme Wight Jnr and the Pilbeam of

Roger Moran. The first run off, no change in order, first Adam Fleetwood, second Graeme Wight Jnr and third Roger Moran. A new course record by one hundredth of a second, the tension was mounting and it boded well for the 2nd Run Off.

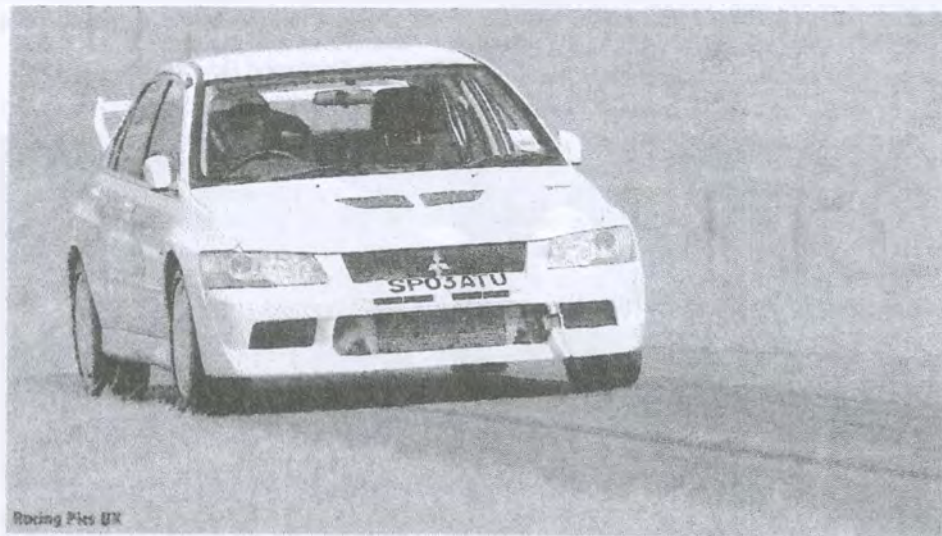
Our Harewood Championship contenders seemed to have lost the plot, or to be fair perhaps they were hindered by the sun drawing oil out of the new tarmac - whatever! They were not able to set new class records on the day. Mind you, most of the MSA contenders, other than the top 2 and Phil Cooke in Class J, were not able to master the conditions and set really quick times.

Class 1 was under the control of the 205 Peugeot of Mike Geen - 64.48s. In

Ellison in his Elan while third was Andy Geen's 205.

Class 3 seems to be the province of Jonathan Mounsey's Mitsubishi EVO who was hounded by Philip Andrews' Nissan Skyline while third was Otley driver Richard Patterson in an Escort RS Turbo.

Bob Bellerby is the man when it comes to Class 4. Since fitting the 1600cc Peugeot engine in his Sylva Striker he has become the one to beat despite giving away much in the way of power. Bob was top Harewood points scorer of the day. Dale Cordingley bounced back from his unsuccessful day on Saturday to second in class while sharing the ultra powerful Caterham Sarah was top lady points scorer and third in class. Fourth was a wild Mike



Jonathan Mounsey in the pristine Mitsubishi EVO is the man to beat in Class 3. Here Jonathan applies the brakes before turning in to Country Corner.

Photo: Ken Grey

reply, Clare Sullivan in the Mini recorded 69.17s while completing a Peugeot sandwich, Steve Foster was next quickest on 71.75s.

Class 2 went the way of David Sykes in his Peugeot 205 from Thirsk driver John

Smith who seemed unable to get his act together all weekend.

A popular win for Class 6 Leeds Mini driver Roy Bolderson who took his first class win at Harewood in front of north-east Mini man Joe Harriman.

With 61.75s, Stephen Davies' Swift won the Formula Ford class and was second highest Harewood points scorer. Mick Moore (Van Diemen) was second, third was Harrogate's Stephen Walker in a Swift and fourth Ian Thomas, also in a Swift.

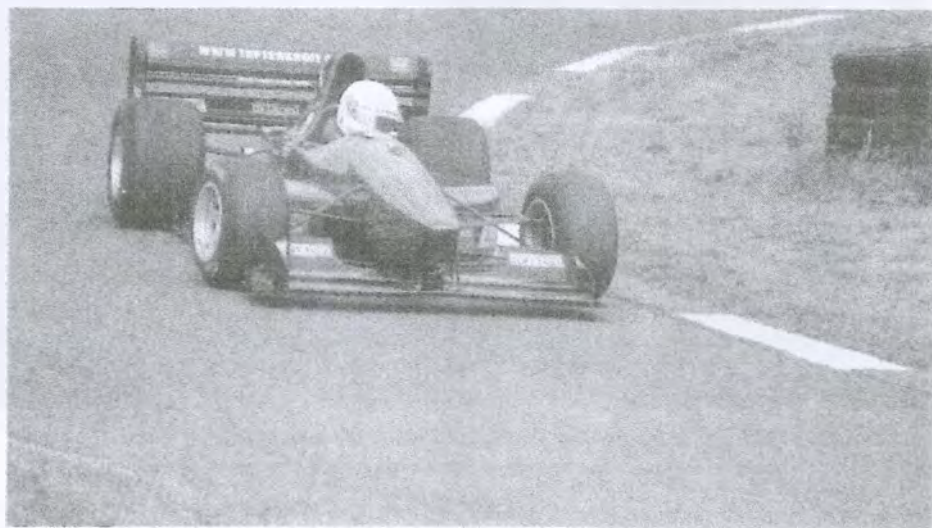
Triumph for Ronnie Clayton's TR4A in Class 16 for, would you believe, Triumph cars.

Of the Class L boys Adam Fleetwood (Gould) sealed the class win, he was the only man in the 50 second bracket on 50.36s ahead of Graeme Wight Jnr (Gould). Roger Moran (Pilbeam) had to rely on his 1st run time for 3rd place. As the meeting rolled to its mind blowingly exciting conclusion, but as we have come to expect, inevitable conclusion, Willem Toet (4000cc Pilbeam) upped the stakes, having

qualified fourth, he was a splendid 3rd in the Run Offs behind the championship dominating duo of Graeme Wight Jnr and Adam Fleetwood. Adam reset the record books with a splendid new course record of 50.29s, 132mph through the speed trap, now for the 49's?

RESULTS

Cl	Name	Car	Time
16	Ronnie Clayton	TR4A	68.71
1	Mike Geen	Peugeot	68.48
2	David Sykes	Peugeot	68.92
3	Jonathan Mounsey	Mitsubishi EVO	66.62
4	Robert Bellerby	Sylva Striker	64.29
6	Roy Bolderson	Mini	68.07
9	Steven Davies	Swift	61.75
A+B			
+5	Dave Kimberley	Caterham 7	59.68
C+8	Simon Bainbridge	Audi	60.68
D	Simon Moyse	Mallock	57.53
E+F	Chris Guille	Mallock	57.62
H+I	Martin Vesty	OMS	55.69
J+K	Phil Cooke	Force	53.97R
L	Adam Fleetwood	Gould GR55	50.36R
FTD	Adam Fleetwood	Gould GR55	50.29HR



Completely dominating this year's MSA Nicholson McLaren British Championship, Adam Fleetwood in his quest for points, set a fantastic new course record of 50.29s in his 3.5 litre Gould GR55. Adam seems to be able to set new hill records at will. We are all excited with the prospect that given fair weather, he could be in the 49's in July.

A day in the life of a motorsport photographer

Ken Grey

Drivers see us behind the Armco pointing an intimidating lens at them when they are competing and spectators see the backs of our heads as we peer into a camera viewfinder. Not many know what goes on behind the scenes to bring you the photographs you see in magazines and programmes, or those that you put in your album as a reminder of the day.

Most of us motorsport photographers are accredited by the circuits we work at to allow us access to take our pictures. We have to be under the umbrella of a publication or media organisation and have the appropriate liability insurance. Part time or full time photographers, we are all there to do a job.

My day actually starts the night before a meeting checking over my camera equipment. I only use digital cameras and they are ravenous when it comes to batteries, so I must make sure they are fully charged as well as the essential spares. I have an equipment list for each venue to make sure I don't have to carry too much or leave something behind that I really need. The weight of the equipment I carry at Harewood is around 12KG, with two cameras and various lenses.

Arrive at circuit nice and early, show media pass and grab a good parking spot. Check my notes, see if there are any shots that the editor has requested, and work out when and how to get them. Start in the paddock getting pictures of the cars being prepared and of any obliging drivers. Take some general shots of the circuit to set the scene.

Look up old friends (in my case 'old' is the operative word), share a coffee with them and get some background on the day's events. Who is the one to watch, or

which car has a 'secret weapon' under the hood are regular topics. I get a lot of "when are you going back to racing", and I drift off into discussions of whether I should buy an SR4 or an R32. I then quickly come back to reality when I realise I can't afford either and my wife would kill me anyway.

Pick my spot for the first of the day's runs or races, taking into account the direction of the sun (photographer's nightmare) and fire off a couple of test shots. Have a chat with any nearby marshals while waiting for the first car to appear. These boys and girls are the backbone of our sport. I admire their tenacity, turning out in all weathers, putting up with drivers who seem intent on parking their cars in the tyre barriers, while keeping their superb sense of humour. My hat is off to you all.

Squeal of tyres and I switch into work mode. First car over the brow, grab it in the focus point, track it and take the shot at the point I want. Only a thousand more shots to go today. Keep an eye open for the car and driver you promised a few nice shots of. They usually throw it into the gravel at the first bend so it is a bit of a lottery. Here is that shiny all white one, do they not realise how difficult it is to get a good looking shot with that colour? I'll give him a tin of black paint during the lunch break. Oops, that one went grass cutting, wonder if he will appreciate the picture? Nice tyre lift over the kerb, I didn't know you could get a Rover to corner on two wheels, impressive but not good for your time. Red flag, take a breather and a quick drink of tea or energy drink, or both.

I can't control nature and the direction of the sun keeps changing during the day, so it is time to move camp to my next spot. This isn't a big problem at Harewood, but at race circuits like Croft or

Oulton Park it involves quite a hike with 12KG of camera gear. If it has been, or is raining, then I end up with mud up to the ankles. When will circuit owners consider marshals and photographers and put some hardcore behind the Armco?

for my birthday. As the day goes on the route around a circuit seems to get longer and it is always up hill. My 12KG now feels like I am hauling a V12 engine over my shoulder and it is still inside a car. Smiles, champagne (never get offered any),



Exciting atmospheric photos are the order of the day. Here Ken captures a Westfield kicking up the dust and stones as it exits Country Corner.

Start taking some interesting shots, slightly different from the norm. Close up of the driver to the point where you can check if he has shaved this morning. Take some from very low down, especially where there is a good weight transfer on a corner. The odd rear view, heading off into the sunset (or gravel) with tyre smoke adding to the effect. At race circuits, get on the grid and get them while they are waiting for the off. Get some action in the pit lane for those races where there are driver changes. I like to get variety into the day's pictures and I am always looking for a new or different angle.

Nine hours into my day and I head off to take some podium shots. At this point, I am wishing that my wife had bought me one of those folding scooter thingies

garlands and the day is over, or is it?

Pack up the gear and head off home. Kiss wife and grab a quick bite. Clean all gear and download the day's work onto one of my computers. Browse through the pictures and see if there are any duds to clear out. Categorise into good, OK and 'well, maybe' shots. Start work on website and magazine submissions which will take me a couple of days to complete. Check clock, midnight, where has the day gone? Hang on, it is Saturday and this is the first day of a two day meeting!

Please come and talk to me at any of the meetings. I always appreciate your feedback and comments about circuit photography. I am passionate about all forms of motorsport and enjoy talking to like minded people.

AN APPRECIATION THE WIFE OF BRIAN

Peter Herbert

Well do I remember my first encounter with Pat Kenyon. It was Sunday May 21st 1989 and the Harewood Member's Championship Meeting.

The previous day I had made my hillclimbing debut at the Novice and One Make Meeting, and having both survived and enjoyed the experience I was back at

- runners and watched the big hitters arrive.

After a while a distinguished looking race suited lady caught my eye. She appeared to know everyone, and was dashing about the place shooting the breeze. These were the days when trainers and jeans were de rigueur, so anyone in a race suit had to be a serious driver. But



*Pat and Brian with their successful 1330cc Marque Sprite
(Brian modelling the latest Brooklands Racing Suit)*

Stockton Farm for more of the same

Much was still new to me, as were my fellow competitors. Bobby was Mr Fryers and Richard Hargreaves was sir. So I quietly parked my little red Peugeot 205GTi in a far corner of the paddock with the other Class 3 -over1500cc Touring Cars

who was she and what was she doing?

Unable to answer this question I dismissed the woman as no more than gobby, and turned to the business in hand. Scaring myself.

Later in the day this mystery female was joined in her paddock capers by a gentleman also race suited, the cut of which and level of distress suggested it to have seen action at Brooklands. Now if I had thought that she was gobby, this guy made her look tongue-tied. Just who were these people and what did they want?

These people were the Kenyons, and Brian had just been pipped to victory by 0.18 seconds in the Class 6 1500cc Marque Sports Car class by his wife in their shared family Austin Healey Sprite. Mrs Kenyon also turned out to be the editor of the "Yorkshire Times", chronicle of the BARC Yorkshire Centre, which explained her sociability and need for good stones.

Subsequently I entered the June Summer Championship Meeting, and the July RAC British Championship event that followed. By this time, responding to a



Brian showing off his new Duckhams race suit - Pat's was shortly to follow. Note her lack of race wear on the day she beat new fiancée and set a class record at Castle Howard, at their first event in 1972

request for articles, my first contribution to the "Times," entitled "Uphill Struggles," had been published, and the Kenyons took the trouble to introduce themselves in the paddock and encourage me to write further. This was to lead to regular contributions, not only to Pat's magazine, but also to "Speedscene" and "Autosport", and to the

writing of a book, "750 Racer". So I have Pat to thank for the beginnings of my modest literary career.

Issue 9 was the first "Times" I was to receive, so I cannot pretend to have been there from the start. But I could not allow the hundredth edition under the Kenyon captaincy to pass unmarked

At that time Tim Thompson was writing the chairman's letter, and there were dire warnings about the consequences of competitors attempting to dupe noise testers with fictitious rev limits - as if. In the same issue a young Roger Kitty was appealing for a paddock helper, and Leon Bachelier divulged development secrets of the infamous "White Brick" Caterham then shared with Allan Warburton.

Pat and Brian have kept the "Times" on the road ever since, no easy task, and should be congratulated for that, together with the many other tasks they perform for the club. Magazines are the lifeblood of successful motor clubs, particularly for those unable to always attend competitive events but wish to keep in touch. Pat and Brian are fiercely competitive people, as their driving can testify. Both hold strong views on most things, and with which some may not always agree. However, they are total petrol heads, without whom club motor sport would be the poorer.

Pat will be retiring from most of her hillclimb duties at the end of the season, and a replacement will not be easy to find. Yet for Harewood and the Yorkshire Centre to maintain its recent ascendancy it will be necessary to do so and quickly. Thankfully, she will continue to edit the "Times", perhaps for another hundred editions, and run our very successful hillclimb driving school secretariat.

They say former competitors make the best organisers, and Pat is living proof of that. As for that funny fellow she lives with, we look forward to the time when his wife can concentrate on Brian's management, and that long promised return to the track.

Henson's Last Gasp Victory

Jim Thomson Trophy Meeting

Sunday 6th June

Steve Wilkinson

Under glorious blue skies the competitors gathered at the Stockton Farm course ready for what turned out to be a fraught day on the hill. With the entry split almost 50/50 between Cars and Motor Cycles there was something for everyone. Practice got underway with the cars on track for their two runs up the hill followed shortly after by the two motor cycle practice runs. Practice saw its fair share of mechanical mayhem with Steven Davies suffering a broken driveshaft in his Swift on his first P-run. He then tried Stephen Walker's similar car but found it too tight a squeeze! Then the camaraderie of hillclimb kicked in as Mark Cummings offered the use of his Van Diemen and with Steven feeling more comfortable he settled on this car for the timed runs. Also having major problems was Robert Bellerby. The Striker was overheating in the Paddock and a new radiator was prescribed. Team Bellerby dispatched a runner to a local scrapyard as Robert took his practice runs in the Puma-powered Striker of Mike Smith. Having parted with ten quid for a replacement rad Bellerby was back in his own car for the timed runs after lunch.

The afternoon's programme kicked off with the Motor Cycles and it was a dominant victory for Peter Short which started proceedings as the 250cc Honda rider cruised to a record breaking win. Robin Sims was also on record breaking pace and was an equally dominant victor in the 350 class with his KTM whilst in the 500 cc class there was a titanic battle for top spot. On his first run Glyn Poole stopped the clock on a record breaking 64.57 only to see Paul Jeffrey equal this time on the second runs. However Glyn's second best time was just nine hundredths quicker than Paul's which meant the Honda

rider took the win. The 750 class was the first where the existing class record didn't fall! Mark Jackson just held off the challenge of Marcus Sharp when the latter took a tumble on his second run. John Woods was another who just held onto the class lead in the 1300 class as Paul Jarrett mounted a second run charge on his Yamaha R1. We then moved onto the Side Cars or Kneelers! In the one wheel drive class Simon Blenkin and passenger Paul Nelson lowered the class record en route to a comfortable win on their FRS. In the two-wheel drive class Jason Reeve and passenger Dawn Bateman recovered from a first run fail to register a cracking class victory.

When it came to the four wheeled entries the competition was just as close. Leading off the second half of the programme were the Caterham Academy Cars. This half of the 2004 intake were highly competitive and despite a few locked wheels and near misses they all got to the top of the hill in one piece. Up front Chris Rome continued his fine form taking the class on the second run after Patrick Scharfegger snatched the lead after trailing in seventh! The Top Eight were in fact covered by less than a second which proves that the strict policing of this category by the championship co-ordinators pays dividends in the closeness of the competition.

Then we were into the usual Harewood class structure. The first two classes were combined to give an up to two-litre Road Modified class. Such was the pace of the reigning Harewood champion that the 1300cc Peugeot 205 of Mike Geen took the class. Second spot went to the first of the two-litres, David Sykes in his 'new' 205, whilst a wonderful

third overall and second 1300 home was Clare Sullivan in the Mini. Clare's pace was such that she has now moved into the lead in the Ladies Championship. Elspeth Charlton's fifth place in her silver 205 saw her move up to third in the Ladies Championship as the competition hots up. The over two-litre class went to the highly experienced yet youthful Jonathan Mounsey. His 2004 mount, a Mitsubishi Evo, was just too much for the opposition as Damon Gray trailed home over three seconds in arrears. Phillip Andrew was third a whisper behind the BMW whilst Chris Brown in the Impreza was fourth.

With the radiator sorted Robert Bellerby put in two stonking runs in the 63 second bracket, just a couple of tenths off his class record, taking the up to 1700 Kit Car class. Mike Smith finished in second whilst Dale Cordingley was an opposite-locking third. With Simon Medley finishing fourth Sarah Cordingley's fifth place saw her slip to second in the chase for the Ladies title. In the over 1700 Kit Car class Roger Fish put the Cyclone into an unassailable lead on his first run then promptly carved nearly a second off to reinforce his position. Second went to Nick Aveyard - just! However it was a tight run thing as he recorded the same time as co-driver Rob Sinclair and just squeezed through on count-back.

Next on track were the Mod Prods and in the 1400 division Philip Sturdy just pipped Joe Harriman for top spot. Nigel Hepburn was third despite suffering near terminal gearbox problems which made his gearchanges a painful experience. Andrew Roberts was back out again, this time in the ex-Pinder Metro and played himself back in with a tidy fourth spot. In the two-litre Mod Prod class Chris Wise not only took the class but gave a great demonstration of wheel wagging in the Escort Mark 1. Geoff Beavis took a composed second whilst third place was

taken by Stuart Clough in the drop-dead gorgeous Alpine Renault A110.

We then had one of the Harewood Championship success stories - the Formula Ford 1600s. BARC (Yorkshire Centre) have persevered with this class and it now paying dividends with close competition and an exceptionally healthy entry. Top spot this month went to Mick Moore in the dark green Van Diemen whilst the ever-improving Mark Moran took second spot in his 1989 version. Ian Thomas certainly had value for money as he seemed to have more re-runs than Dad's Army! His third place was at the expense of Steven Davies whose heroic efforts in Mark Cummings 1984 Van Diemen saw him slip down the order in the Harewood championship. Bronwen Waggit's eighth place in the pretty Royale meant she slipped to fourth in the Ladies Championship.

Then it was back to the Mod Prods with an amalgamated class for Kit and Replicas. Tony Brumfield, in the smallest capacity car in this class, took the win despite feeling that he was 'off the pace'. Simon Bainbridge took second in the awesome Audi but this was based on his first run time as an over-enthusiastic approach to Quarry saw the beast charge into the gravel trap on the left. Having just 'patched up the gravel rash' from the last meeting there will be more tidying up to do. Making a return to Harewood after nearly two years was Phil Concannon. Now in his home built Locost, complete this season with turbocharged Ford Sierra powerplant, he made amends for a practice indiscretion with a clear third.

This month the Sports Libre entres picked up and there were two classes. In the 1400 division Graham Smith ruled the roost in his Radical. His two sub-60 second runs were less than a second off the class record and meant he had a comfortable

cushion over the rest. Graham Henson has looked more and more at home with his 'new' Radical this season and having annexed second on his first run looked in determined mood on run two. Unfortunately he had been held on the line as there was some sweeping going on. The engine started to overheat and the overflow pumped warm water onto the rear tyres. He got as far as the Esses when adhesion was lost and he spun harmlessly into the grass on the right. Third spot went to Peter Green who was making a welcome return in the Centaur whilst Nick Cook and Les Thurkettle brought up the rear. In the two-

the driver sits where the back seat used to live.

The final two classes for single seaters were both amalgamations. In the first Glyn Sketchley's 500cc Jedi was pitched against three 1100s. Tony and Richard Levitt in their OMS took the 1-2 as Sketchley battled to overcome the setback of a very quick and unexpected spin at Farmhouse in practice. The Jedi driver had just stiffened the back-end of his car and he rapidly reset it back to its original settings as he fought severe understeer. Meanwhile 79-year's young Allan



I suggest you pop along and have a look at the fantastically engineered 'Morris Minor' of John Beardmore. A work of art, it is worth the admission fee alone.

Photo: Ken Grey

litre Sports Libre class Les Procter again proved that two are better than one when he put his twin engined OMS into an unassailable lead. Try as he might Graham Midgley was unable to break the 64 second barrier but finished second ahead of the ex-district nurse's Morris Minor! John Beardmore's super special Minor boasts not only a hybrid FIAT/Lancia engine but

Staniforth brought his Megapin into fourth spot. The final class saw the big battle for Fastest Time of the Day and after the first efforts it was Jon Waggitt in the lead from Andrew Henson, Andy Ball and James Blackmore. On the second runs it was Blackmore to the line first. He duly improved his time and moved ahead of Ball into third. Andy Ball was next and not

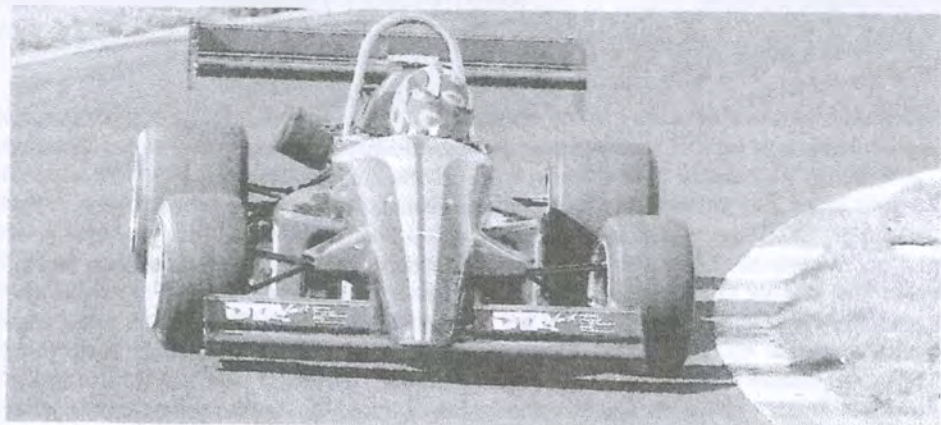
knowing how well Blackmore had gone he made the correct assumption that the airline pilot must have improved. Down to the Esses he was on the power and exiting Chippy's there was a hint of opposite lock power sliding as it was head down into Country. His pace then carried him through Willow and into Orchard where he scabbled round. Rounding Farmhouse he booted it towards Quarry where he slithered round to stop the clocks four tenths inside of Blackmore's best. However it still only left him third! Next it was Waggitt and despite looking well balanced and in control the time was down on his first run. It was all up to Henson. Could he find the half second needed? Off the line and down to the Esses there was nothing in it. Andrew then seemed to 'potter' through the lower confines of the hill emerging out of Chippy's down on time. However he was stunning through Country. The pace built and built through Willow and into Orchard. Out of Farmhouse and he was up on Waggitt - but would it be enough? He was just one mile per hour slower through the speed trap at 103mph and into Quarry it was anybody's guess who would emerge on top. As Andrew hooked up out of the corner the final lunge for the line saw the clocks stop at 53.70 and he had snatched FTD from the grasp of Jon Waggitt on the very

last run of the day!

As the teams started the job of packing up it was time to reflect. BARC had put on another super day's hillclimbing and with the mouth watering prospect of more records to come in July - weather permitting - my recommendation would be to make a date in your diaries - remember July 3rd/4th Nicholson McLaren British Hillclimb Championship meeting Harewood - this will be one not to miss!

RESULTS

Cl	Name	Car	Time
17	Chris Rome	Caterham	67.21R
1+2	Mike Geen	Peugeot	67.95
3	Jonathan Mounsey	Mitsubishi EVO	65.53
4	Robert Bellerby	Sylva Striker	63.70
5	Roger Fish	Carcraft Cyclone	65.69
6	Philip Sturdy	Metro	66.24
7	Chris Wise	Escort RS	68.95
9	Mick Moore	Van Diemen	62.01
A+B			
+C	Tony Brumfield	Sylva Striker	60.63
E	Graham Smith	Radical	59.02
D+F	Les Procter	OMS SC	59.94
I	Anthony Levitt	OMS	58.79
J+K	Andrew Henson	Pilbeam	53.70
Fastest Solo Bike			
	Glyn Poole	Honda CR	64.57R
Fastest 3 wheeler Bike			
	Jason Reeve	FRS	61.96
	Dawn Bateman		
FTD	Andrew Henson	Pilbeam	53.70



Last year's FTD Champion, Andrew Henson, snatched FTD on the last run of the day.

Photo: Ken Grey

Personal Thoughts

Richard Hargreaves

Long time since I sent an article in to the 'Times', too long! Life is hectic at the moment, my M5 has been stolen and crashed, no tow car for the Escort. Things will soon get sorted out, I tell myself.

Keep seeing cars on the net which whet my appetite, ex German Touring Cars, M3's, RS500's. Should I sell the Escort when my finances allow? I don't know.

My memories of my exploits in the Cosworth are still strong. I enjoyed those balmy days competing at Harewood in that car, good times always possible when I got my act together. Would be great to have something like that again - we'll see what my financial status is like when my divorce settlement is finalised. Simon Bainbridge my friend, keep your act together! I could just land back with something special!!

I used to get the feeling when I was competing with the Mitsubishi that people were thinking Oh! It's four wheel drive, anyone can drive one of those quickly. The only time you had an advantage was off

the line and in the tighter corners. The rest of the time it was a hindrance. Drag etc.

Well, the next car I'll have will be two wheel drive, so that will quieten the critics! Not that those that understand our sport have ever criticised my driving you understand - Brian!!

Hillclimbing has been my sport for around thirty-five years and I have loved every minute of it. The friendships I have developed, especially at Harewood mean a great deal to me and I treasure them. Marvellous. Thank you all at Harewood.

Congratulations to Pat and Brian for all their hard work over the years. Where would we be without you both. You ARE Harewood! Stick around.

Oh! I do like the idea of an ex Eggenberger RS500! Good to see you out again Mr Staniforth, you get younger by the year!

Regards to you all

ANCC SPEED CHAMPIONSHIP 2005

Tim Bendelow

I am trying to arrange a Speed Championship for 2005, to cover the ANCC region. (see below).

"As BARC Y representative for the ANCC, and newly appointed Dates Co-ordinator, I have been asked to organise a Speed Championship for the ANCC clubs, to compliment the other championships that the ANCC run

I have had a favourable response from most of the clubs that run hillclimb and sprint events within the region; and now need to sort out the details regarding which events will count, and how the points will be scored for the inaugural ANCC three

sprints and three hillclimbs, all at different venues and clubs; with five events to count (lowest score to drop). If the 2005 championship is a success, then it could be expanded to include more events. Precise details will follow later. This should compliment the Harewood championship, as some of our regular competitors already take part in other championships. If you are interested in taking part, please contact me."

Regards, Tim.

SIMPLY THE BEST

Brian Kenyon

A flash of blue flew across the Harewood paddock, followed by a sharp thud. Had aliens landed, no! It was Pat's helmet. She had obviously recorded a time she was not happy with. It was shortly followed by mutterings of imminent retirement from the sport. She demanded very high standards of herself. Pat was a typical woman, brilliant at times (most times) as her class records at Castle Howard and Pontypool, along with many class wins and top 3 places all over the country indicated.

National Castrol/BARC Championship on a regular basis in their self built and prepared Sprite. Pat was not just a prolific class winner but, for a while, held 2nd place in the country's leading hillclimb championship - the Castrol/BARC National Hillclimb Championship. (The Shell Leaders was, at this time, a very poor relation in comparison with the Castrol championship). By the end of the year she was 8th overall and was in front of many of the MSA national champions of the future.



Pat, all locked up at Mere Hairpin, Olivers Mount, on her way to second place in the 1098cc Sprite at her first hillclimb. During this period, 1969, the event was run by BARC Yorkshire Centre .

A late starter in sprints and hillclimbs her first hillclimb saw her record a second at Scarborough at the age of 30. In a 1098cc car, opposed to the larger engined 1275's, Pat during this period, recorded many wins and top 3 places. In 1971 Brian built a 1293cc and Pat increased her tally of wins before the return of husband-to-be Brian in 1972. The return wasn't as successful as he had predicted, she had the audacity to beat him at Castle Howard on the day they were engaged! Brian also had to eat her exhaust fumes at Pontypool where Pat beat Brian, the leader of the

During her temporary lay-off from competing, Pat was not idle, alongside being an official of a motor club she ran social events, competitive events and marshalled almost every weekend for 3 clubs. If only the majority of others would put something back into the sport as Pat does.

After an 11 year retirement from hillclimbing her comeback was blighted by a serious back problem. For a while she drove in a hospital rigid plastic jacket (a lesser competitor would have given in to

the pain). More success followed until she and Brian were subject to a paddock whispering campaign - the car went too quickly for some (obviously the people involved did not know you have to drive hard to win). The engine was stripped and checked by the scrutineers at Harewood - it was of course, legal! This left a nasty taste and was followed by a spate of unreliability. Retirement from the sport followed. In the meantime Brian had decided to go circuit racing in an MG he purchased. Pat's role was that of team manager, sponsor, pit crew etc. After an all too short disaster filled period, racing was put aside. With a 1st and top 3 places out of 8 races, a decent car would have helped.

Around 1987/88 the Centre was in trouble and was without a magazine. Brian volunteered Pat for the role of Yorkshire Centre magazine editor, writer and producer. A position she holds to the present day. Later Pat also undertook further duties regarding publicity and the purchase of all event and Centre awards, entries secretary for all events, programme production and a thousand and one other things. Also around this time she single handedly revived the Annual Dinner which was on its last legs. The Dinner had been taken over by 'Leeds yuppies' and even the committee did not attend. It was also avoided by competitors



Pat, 8th overall in the 1972 National Castrol BARC Hillclimb Championship

- at one dinner just 3 awards were handed out. When later Don Burt introduced the Driving School to Harewood, who better to undertake the post of administrator than Pat.

Why, you may ask, has she not competed in the meantime? Pat had been warned by her doctor that a sudden rush of adrenaline could kill her and although



Pat receiving an award from Dr Who in front of a large and enthusiastic crowd.

she enjoyed competing, it was just not worth the risk.

Long past retirement age, she informed the committee in September 2003 that this year would be her last as Entries Secretary but would be happy to remain as the 'Times' editor and Driving School administrator, a role dear to her heart. During this period, she was never, by choice, a member of the committee but it is not overstating the point that the Centre, when Pat took over many of her roles, required someone with her commitment. Always competitor friendly she also enforced the committee's and MSA rules to the letter.

Her record as a competitor in the sport was one that most men or women would die for, her impact on the Centre cannot be overstated but it's now time for someone else to take over. She wants and needs a complete break from competitor administration, the 18th and 19th September will be Pat's last events.

A hard act to follow

INCORRECT CAR NUMBERING

Pat Kenyon

It appears that many event organisers are suffering from the same problem. I read of the concerns of another northern motor club. This revolved around a number of drivers who were not displaying the correct or legible numbers. It is a well known fact that in the Driver's Book of Excuses, nothing is ever their responsibility. Most timekeepers bend the rules to help competitors, the dual entry number not in use should be completely covered, that means none of the redundant number should be on display, it should NOT be crossed out with a piece of tape. We suggest you read the relevant Regulations in the 'Blue Book' concerning the matter.

The Regulations concerned with competition numbers are in the MSA Year Book 2004 E.11.3.11, L.9.2.5 and L.9.2.6. It is also in your Harewood Regulations Booklet Page 04-14, 19.2, 19.3.1 and 19.3.2.

The timekeepers and the results team cannot be held responsible for any inaccuracies in recorded times that occur due to illegible or incorrect numbering. It is therefore in your own interest to ensure that the MSA requirements are complied with. Your class time will then not be attributed to someone else. The onus of eligibility for all competing vehicles rests solely with the competitor.

Brian and I dual drove for many years and never had a problem with receiving the correct time. We covered our extra number completely. If we can do it, so can you.

CONGRATULATIONS

Congratulations to ex-committee member Tim Bendelow and Tessa Simpson on their recent engagement. The wedding is scheduled for next May.

PROBLEMS, PROBLEMS

Brian Kenyon

Earlier in the year, Andrew Henson broke a drive shaft - no problem you may say. Well there was, a big one. The part that Andrew had as a spare had got the wrong number of splines and so he had to take an early bath.

Bob Bellerby flew off the course at Farmhouse and into the gravel trap. He managed to punch a hole in his radiator and the timing belt jumped a tooth. A replacement radiator was located and fitted and Mike Geen sorted out the errant engine and Bob was again, very close to his record.

James Blackmore is finding it a steep learning curve as his change to radial tyres on the all conquering OMS is not without problems but James feels that he is nearly back to where he should be.

Mike Smith will be counting the pennies as he comprehensively damaged his engine at the Anglesey event. It appears the centre main thrust collapsed which meant that the crank was free to machine the block so it looks as though he will have a complete engine rebuild on his hands for his quick Sylva Striker.

John Ellison had his Lotus Elan on the rolling road and finished with a much slower car resulting in him withdrawing from the June event. This will affect his Harewood points score.

CONGRATULATIONS

Recently, at an aerobatics competition, former Centre Secretary Harry Mason was 2nd overall beating many 20 year olds in the process. Many of you will be aware that Harry is past his first flush of youth and like old wine, just gets better and better.

Marketing Activity

Dale Cordingley

Well as usual I opened my mouth before engaging brain but then someone's got to do it!

In the middle of last year I was invited to a Harewood Marketing meeting by Simon Clark, probably because I said we should be doing more to attract income from sponsors, advertisers and spectators. Its always risky making comments like that and in this case SC basically said put up or shut up. So I have put up, but at the time I didn't know what I was letting myself in for!

The Marketing Team is Mike Haigh, Andy Sherratt, Robert Warwick and me. We also have another willing volunteer in Mike Smith, although living in Whitley Bay means it's not practical to attend the meetings. The team now meets the last Wednesday of every month, so that I can report back to the committee on progress.

At the start of this year we set a couple of objectives:

- * Primary - to generate income for Harewood from sources other than entry fees
- * Secondary - raise awareness of Harewood and the sport both for the enthusiast and the general public.

So what have we done?

Well we have attracted a Championship sponsor in the form of the Titan Group, owned by Chris Meek. Titan operates Mallory park race circuit and they are our title sponsor for 2004. In addition we have had five class sponsors - Knight Frank, BWD Rensburg, GEO Fabrics, Sports and Specialist Car Company and our long-term supporter Guyson.

By now you will no doubt have seen

our new colour programme. This is intended to be a vehicle to attract sponsors and advertisers and we have been successful in this aim. The programme itself should add value to our spectators, competitors and marshals, with colour photos and information on Harewood. By generating the extra income we can afford to spend a little more on the publication. We believe there is more mileage for income from the programme. If you would like to advertise or sponsor a class please do speak to any of the Marketing team for details - why not put a little back in to Harewood like our new advertisers and sponsors have.

Pat has done a cracking job over a lot of years producing the programme, but has been inhibited by cost constraints. Now that we have produced the first of the new programmes, Mike and I realise the effort Pat has put in over the years and we would like to thank her for doing this unseen work and for her help in getting the new one in place.

We have also produced a car window sticker with event dates on - yes I have seen the typo - oops! We would like you all to put them in your road cars, your spouses car, and kids cars etc. Let's publicise our sport.

We have made great steps with our press contacts too, but there is more to do here. However, we now send them pre-meeting press release and entry lists by email. This is then followed up with a write up and results after the event, again by email. We can't buy all the papers and publications, so if you see an article please let us have a copy or let us know so that we know how we are doing. If you have contacts in the press please talk to them about Harewood.

We also update the local Tourist Information offices and have supplied A4 colour posters. These are also available for you in the office to put up in shops, pubs, clubs, garages, at work etc. Please help us out, it all counts.

On the web we have a section on BBCi Leeds, including a recent competition for tickets for the May meetings. Any driver based in Leeds is also asked to send details to the site to build up local driver profiles - a few of us are already on it.

Our own website was out of date and we were not getting the service we needed from HQ to get new materials on in a timely manner. Andy Sherratt has recently obtained update access and has been putting in a load of effort to improve the site. He has updated many of the pages including improving the photo galleries, contacts, site map, event previews etc. We will also be adding printable copies of our

event regulation booklet and capturing email addresses so that we can update people on news at Harewood. As an added value to our sponsors we have also created a sponsors page with links to their web sites.

We have made great progress, but we do need other ideas - we may not be able to use all of them - and importantly we do need more help. So if you are interested in helping us gain sponsorship or selling advertising space, if you have marketing skills, design skills, secretarial skills, can manage printers, support sponsors or build relationships with the press then do speak to any of us. We are working hard to make Harewood even better. You could too.

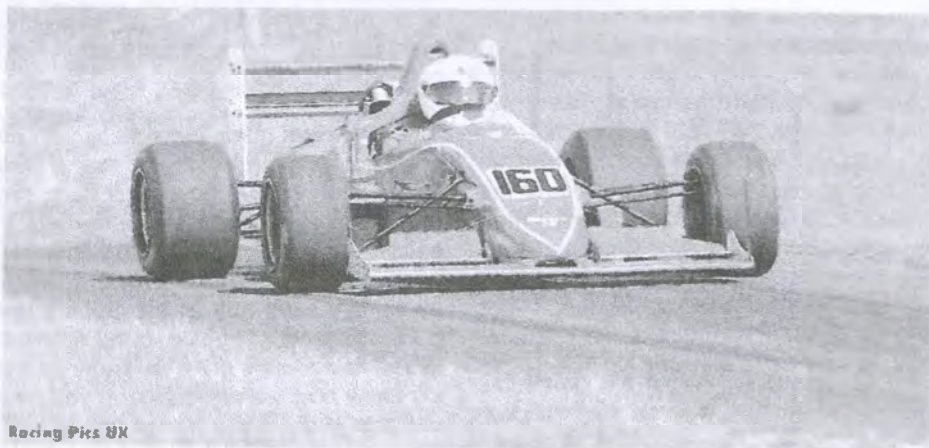
You can contact me at any meeting, or by phone on 01943 874183 or by email at dale.cordingley@btinternet.com.

HAPPY BIRTHDAY

Best wishes. Allan Staniforth is 80 years young. At a recent event his birthday was celebrated by many of his friends.

Allan, as many of you will know, competed at the very first Harewood. We all hope he competes for many years to come.

Allan pictured below in his Megapin HC04



Racing Pics UK

Photo: Ken Grey

TECHNOLOGY CRUTCH

Brian Kenyon

Too many drivers at Harewood think the answer to a quick time is technology. It is only a small part and if used correctly, can be of assistance. The main answer is the driver's brain and right foot. It is no good seeking out the quickest first 64ft time if you are amongst the slowest in the class, something else obviously is the answer.

I personally do not see the attraction of traction control. If you need an aid to start, you shouldn't be hillclimbing. Adam Fleetwood and Graeme Wight Jnr were slow in the 1st 64ft time in Class L at the last MSA Championship round - so why weren't they slowest up the hill? Because, forget the technology, they drove the wheels off their machines.

While talking to David Grace, he told me that if he put all his fastest sector times together, he would break the Harewood record by over 2 seconds so why didn't he do it? The answer is quite simple, if you are quick on the first sector you will probably compromise yourself for the second and so on...

Take a split used now, it may include two straights and two corners. You were quickest but were you quickest round the corners? Anyone should be able to go quick on the straights. Splits can be misleading unless you compare corner times. The most meaningful split at this time is the one round Quarry Corner.

I read of a gismo in Speed Scene, which has traction control and automatically changes up when you reach your rev limit and changes down when the revs fall below a certain level. It even blips the throttle!! Shortly, a car won't require a driver. It's time items like this were banned from the sport.

You can look long and hard at as much technology as you wish but if you don't use all the road, enter, apex and leave the corner on the correct line and carry good speed through the corner, you might as well take up dominoes!

AS A SPECTACLE ON TV FORMULA 1 IS RUBBISH

Brian Kenyon

Races should be won on the track and not in the pits. Watching a recent Formula 3000 race, a lot less technology involved, better racing, they actually passed each other.

Best of all to watch, British Superbikes. Two races, flat out all the way, this is racing.

My solution is to have two races. No need to refuel, change tyres or any of the rubbish seen now.

Bring back proper racing.

Are you happy with Formula 1 at the moment?



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**

IMPORTANT NOTICE

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

Date for your Diary
Annual Dinner Dance & Award Presentation
Saturday 20th November 2004
Queens Hotel, Leeds



The enthusiastically driven Escort of Chris Wise rounds Farmhouse bend with its nearside wheel cocked in the air.

Phot Ken Grey

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.

DUNLOP 548 CONTINENTAL HILLCLIMB OR SOFT RACE SLICKS. Two 225 x 605 x 17s,

two 240 x 605 x 17s.

One Italian hillclimb only

total use. (20 miles total use)

No reasonable offer refused.

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

Tel. Peter Herbert on
01325 377125 [Home]
Or 0191 3018723 [Office]

The Driving School - how it can help you

Brian Kenyon

A day at the School, although perhaps perceived as expensive by some, is a well worth investment if you wish to do well in the seasons to come. The first thing we teach people at the School is the use of the correct line, the second is to use all of the road available, imperative if you wish to go quickly, saloon, sports car, single seater alike. The line is the line no matter what type of car you drive, everyone will benefit. We will help build up your confidence but the one thing that any School cannot provide is commitment.

Those that take and implement our advice will go quicker, so if you wish to improve, come along, we are not stuffed shirts, we are there to enjoy ourselves and make sure that you all have an informative and enjoyable day out.

All the instructors get a great thrill out of seeing people improve their technique and speed.



2004 HAREWOOD SPEED HILLCLIMB DRIVING SCHOOLS



***Increase your chances of doing well in 2004 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

2004 Dates

Thursdays

July 22nd (Full)

August 19th

2005 dates to be announced shortly

Contact Pat Kenyon on

(0114) 234 0478 or (0114) 285 1114

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

The New Track Surface - Discussion Document

April 11th 2004

Mike Smith

What was going on with this new surface?

Both Bob Bellerby and myself had a gain of approximately 1 second at the April meeting and I am at a loss to understand why it should have happened.

When Dale switched to his old tyres he was back to the times of last season but did not collect his bonus. Some road tyre users went faster but it not an effect had by all so I do not think it is the reason although it may be a factor. Slick users appeared to run about the same or slightly slower.

When talking to the ayatollah (BK) afterwards he explained it by suggesting it was down to better driving. It did not feel like that in the car but we are willing to accept the praise. Dare I say it he has been known to be wrong. But have you seen the latest results from Midland Speed where the championship is lead by one Bob Bellerby with Mike Geen second! Maybe we ARE good drivers at Harewood?

Could it be an effect of the smooth surface and the suspension on the Striker? But then again Tony Brumfield running on slicks did not go faster.

Looking on the bright side I was a full second away from the record at the start of the last meeting and now I am only 0.9sec from it.

Now say in a Birmingham accent - 'It's a good record' the words of John Palmer on failing at Harewood to extend his run of taking class records.

Well, its an even better one now.

Well done Bob!

FOR SALE

OMS 2000M - Yamaha "big bore" R1, class winning, ready to race & win !

Class winning, FTD winning, 3rd Harewood FTD champs, 54.60 sec @ Harewood & top national 1100cc class challenger.

Due to retirement decision, this car which has had a no-expense spared policy is now completely race ready, just jump in and go !

Built spring 2002, full carbon wings, astratech data logging, Micron/OMS stainless exhaust, lightweight and slightly lengthened chassis single seater racing car. Penske dampers and lightened brake assemblies added start 2003 season. 2 sets light weight split rim wheels, race ready slicks and wets and spare slicks.

Yamaha R1 1080cc engine built 2003 by Mistral Performance, gas-flowed, race cams, stainless one piece valves, raised 1st gear,, billet clutch.... the works !

Seriously competitive racer, no additional spend required.... ready for you @ £20500.

Would consider splitting
£15000 rolling chassis,
£5500 engine.

Also Twin axle, light weight vinyl covered professionally built Burton car trailer with internal wheel rack and hitch lock, £1800.

THE Complete package to tow away straight to first event £22000.

Tel: Martin Vesty 07899 063931
01423 340582

(North Yorks, 2 miles from OMS)



Harewood Speed Hill Climb Merchandise Order Form



Name:

Address:

Post code : Tel Number:

E-mail:

Item	Size Available	Price	Size Required	Quantity	Total Price
T-Shirt Mens (White or Navy)	M,L,XL	£ 8.00			£
V-neck T-Shirt Ladies	M,L,XL	£10.00			£
T-Shirt Child		£ 6.00			£
Baseball Shirt Mens	S/M, L/XL	£12.00			£
Baseball Shirt Ladies	M/L	£11.00			£
Polo Shirt Mens	M,L,XL	£13.00			£
Polo Shirt Ladies	12,14,16	£13.00			£
Sweatshirt	M,L,XL	£15.00			£
Sweatshirt Open	M,L,XL	£18.00			£
Fleece	M,L,XL	£25.00			£
Fleece Child	M,L,XL	£15.00			£
Allweather Jacket	M,L,XL	£50.00			£
Prostyle Cap (Adult)		£ 7.00			£
Cap Child	-	£ 5.00			£
Cargo Beanie	-	£10.00			£
Holdall	-	£18.00			£
Document Case	-	£ 9.00			£
Harewood Patch	-	£ 3.50			£
BARC Patch	-	£ 3.50			£
BARC Windscreen Sticker inner	-	£ 1.50			£
BARC Windscreen Sticker outer	-	£ 1.50			£
			Total Cost		£

Please make all cheques payable to BARC. Adding £2.50 postage and packaging
If ordering only BARC patch and/or stickers add 50p postage and packaging

Return to Carol Wride at
124 West End Drive
Horsforth
Leeds
LS18 5JX
Tel No: 0113 2580274
E-mail: carol.wride@btopenworld.com

HAREWOOD SPEED HILLCLIMB 2004 DATES

MSA Championship

3rd/4th July

British Championship contenders,
Harewood Championship and Lotus
7 Championship

Montague Burton Trophy

1st August

Harewood Championship, Caterham
Academy, 7 Oaks Championship, XK
Hillclimb Series and Hoods Galore
All Rounders

Summer Championship

29th August

Harewood Championship, Paul
Matty Lotus Championship, Morgan
Championship, Bert Hadley
Memorial Championship, NSCC
Championship and TVR Speed
Championship

Greenwood Cup

18th September

Harewood Championship, Stratos
Challenge, Ferrari Championship,
BOC Northern Championship and
Porsche Speed Championship

Mike Wilson Memorial

19th September

Harewood Championship Final,
MGCC Luffield Championship,
Ginetta OC Championship and
LDMC Championship

BARC YORKSHIRE CENTRE COMMITTEE 2004/2005

**Useful telephone numbers and
e-mails**

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VICE CHAIRMAN

Richard Hardcastle

COMMITTEE Simon Clark

David Clay
David Coulthard
David Dalrymple
John Green
Richard Spedding
Peter Whittle
Graham Wride