

# YORKSHIRE CENTRE

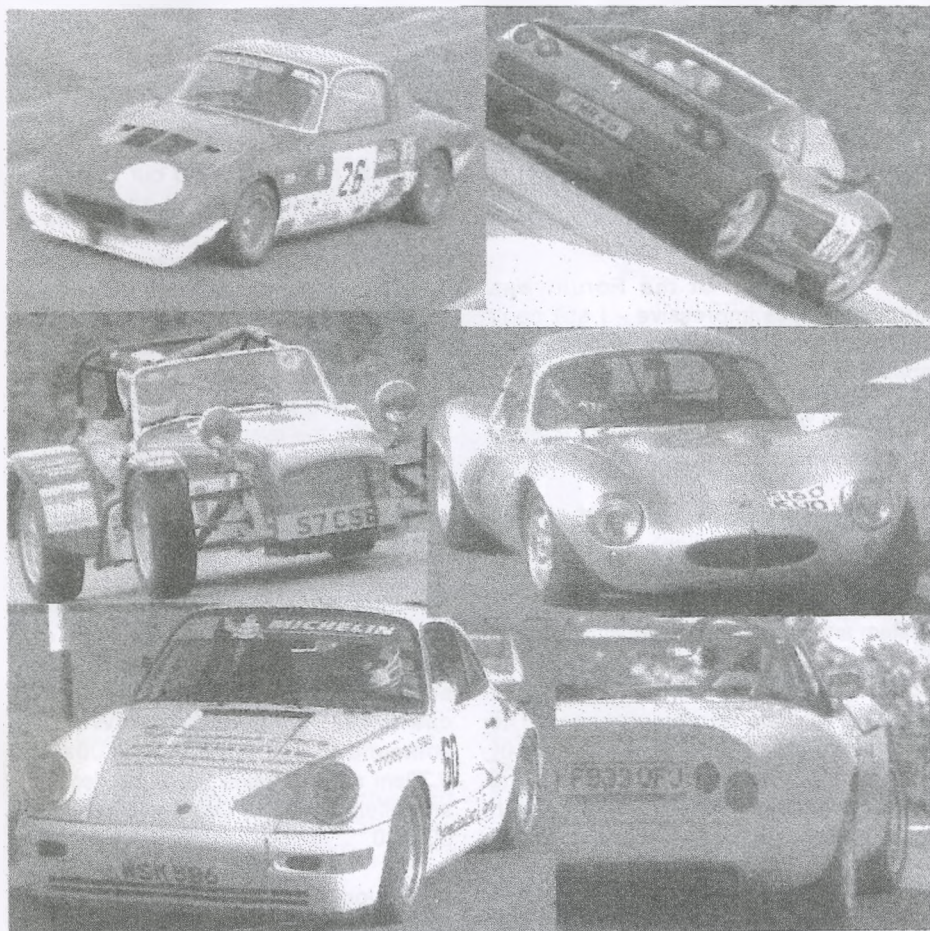


# TIMES



**November 2003 - March 2004 Issue No 98**

*All these Championships and more are coming to Harewood  
this season*



**Harewood web sites**

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

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

# CHAIRMAN'S LETTER



Dear Member

Happy New Year. Hopefully you will all have recovered from the festivities and are getting ready for the new hillclimb season.

It doesn't seem that long since we were celebrating last season at the annual dinner. Thank you for the excellent turnout. If you weren't there, you missed a good evening. So put this years' dinner in your diary now - Saturday 20th November 2004. We are moving to the Queens Hotel in Leeds and are sure that it will be even better!

The turnout at the Forum was somewhat less impressive - I still can't figure whether this is due to complacency/apathy or confidence in your committee to sort any outstanding problems! Thanks to those who did contribute; it's still a great off-season social event.

The major issues taxing our brains through the winter are the timing system and track resurfacing. We are confident that we have 'debugged' the timing/results system and ran a mock event in November to prove it. We now intend to have sufficient backup equipment in place to allow us to cope with any failures. The track resurfacing will be well under way by the time you read this. The track is being resurfaced from start to finish, with additional work to the start access road and return road. This is a big investment by the club and we hope it gives us the best hillclimb track in the country. Come and try it out on practice day!

If you feel the urge to visit Harewood

before then, we are planning a few working parties to get the venue ready for the new season. Your help would be welcome.

I look forward to seeing you all soon.

Tim

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## EDITORIAL



Dear all

A belated Happy New Year. No doubt many of you are looking forward to the new season. Hopefully Harewood will have been fully re-surfaced and our timing and results service checked yet again.

I, like you, look forward to the new season but informed the committee around the last event that I wished to reduce my work load. The first thing I will relinquish is all the publicity for BARC Yorkshire Centre events. I also will cease to obtain all the trophies for the events in the year 2005, (I have already obtained this years trophies) so if any of you fancy greater involvement in Harewood, contact our Chairman Tim. (contact number on back page).

We also need someone to sell the competition numbers at the start of a meeting. In the past these have been sold at signing on but this is not satisfactory due to the confined space. We need someone to sell them from 8.00am to 9.30am approx, place yet to be decided - any offers to David Dalrymple on 01943 609810.

I look forward to an enjoyable and highly competitive season this year.

Pat

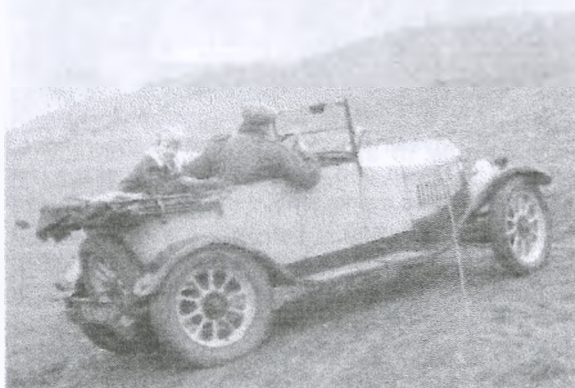


## 35 YEARS ON AND WORTH THE WAIT?

### *Jonathan Medley*

My first introduction to Harewood Hill was as a 'bouncer' in Leslie Winders Humber 9 chummy along with my father in a production car trial. It was my first introduction to motorsport, I was 7.

In the late 60s Mr Winder allowed my father 'Roland' to use the Humber to compete at the Hillclimb. I used to spend hours polishing the radiator and on arrival in the paddock we would remove the hood, spare wheel etc to make it lighter. The car only had a top speed of about 45 on the flat down wind, even so dad held the class record for 3 years. Looking at the old pictures on the hill brings a smile. I can see him now wearing his period 'sparco' checked gardening shirt, fireproof denim jeans, his racing brown suede slippers, top off with a second hand scooter boy helmet.



I used to be thrilled at watching the likes of Hamish Moffat and Neil Corner fighting with ERAs and Bugattis etc. No sticky tyres for them!

My interest in anything motorsport continued though it would be 35 years before I returned to Harewood Hill.

In the 2002 I enrolled in the Caterham Academy, advertised as an introduction to one of the cheapest forms of Motorsport (I should have seen through

this statement). Gaining a race license and preparing for the 12 Academy race and sprint events was very enjoyable. Nothing had prepared me for my first event at the Hethel Sprint. I soon found out that many of my competitors were track day veterans and being what I thought was an ok driver was just not going to be good enough.

The second event happened to be Harewood and I was damn sure I wasn't going to be caught out. A splendid day at the school ensured I was as ready as the next man and seen most of the academy had turned up there as well, it was a good job. I'd waited 35 years for this day and with the clouds bubbling up down the Wharfe Valley the first run would be the one to count. With my local fan club lining the hill I was overjoyed to finish 3rd in class.

I knew then I had to return.

I found the Sprints and Hillclimbs very enjoyable but when the races came I began to wonder 'what had I done'. I used to qualify well but in the pack I would lose places mainly because the other racers couldn't give a damn about my cherished No6. A good result in the final rain drenched race at Pembrey conned me into signing up for the Caterham Roadsports race

challenge for 2003. In a fit of peak I had also promised my eldest son Simon that if he managed to achieve some good results in his A levels we could share the car and compete in a couple of Harewood events. It was going to be a busy year.

The first race at Rockingham was another eye opener the goal posts had moved yet again with many of my fellow racers having had tuition and been on several test days over the winter. When I arrived I was the only one with brand new

tyres on - numpity. Having the use of a pit garage made it feel as if this was the big time, though disaster was just round the corner. Getting 2nd instead of 4th at the chicane did nothing for my nerves never mind the engine. Luck seemed to be on my side as I finished the races in one piece having dropped seven places and then gaining them all back again before the chequered flag dropped.

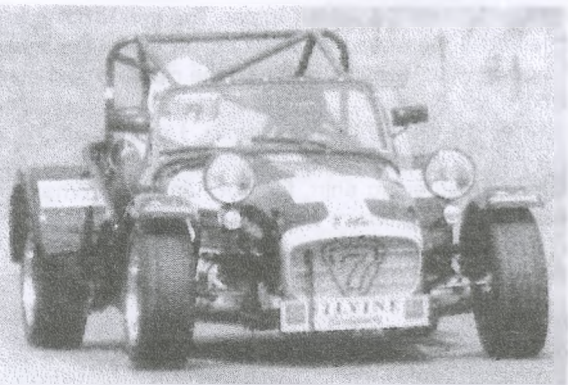
In between the next races Simon had a great day at the Harewood school day. When I came to collect him both he and the car seemed well. However what I didn't know was that he thought the funny noises which the car had apparently been making all afternoon were normal. New valves and a stash of cash later meant they were not.

This meant we not only missed our first event at Harewood, I also missed out on testing for the next round at Cadwell. Instead of using the Caterham I borrowed the spare Mondeo from work and drove gingerly around the track for half an hour to try and learn the lines. The Mondeo was no substitute for the Caterham and qualifying straight out of the box at Cadwell was rather scary. Qualifying both races mid pack meant a lot of nerve would be needed as is the usual case when competing in a one make series'.

I only made up one place in the first race and was determined to gain more places in the second. After being blocked on three laps trying to overtake, I was mistaken in thinking that a fellow racer would surely not want to kill me. Fiat out in 4th down the back straight I pulled out his slipstream and made my move, as I drove along side him the muppet swerved to block again. I can assure you that Caterhams were not made for grass tracking at 100 mph!

Fortunately the car and I survived and on my return to the paddock I was approached by two fellow racers (one being a racing Reverend) who wanted me to go straight to Clerk of the Course and have the offender charged with attempted murder. They thought I was a gonner and had slowed down to watch if I would make it back to the track on four wheels. I declined their wishes to protest but decided there and then to stop racing.

After a month of feeling sorry for



myself Harewood came to the rescue. Simon and I had a great time at the last three events, only spinning once each and competing in the gentlemanly (except for Sarah) though very competitive class 4. Having the lowest output in the class both Simon and I enjoyed aiming to beat our previous best times as we hadn't a cat in hell's chance of catching Uncle Dale and his chums. At the final meeting and to Simon's annoyance I was thrilled at being 4th in class, beating some far higher output cars into the bargain. Oliver Heseltons family were also disappointed as they had been egging Simon on the beat his Dad at every meeting. I'm sure it won't too long before he's quicker than t'old man!

I feel privileged to have met some great people through the sport and cannot wait for the 2004 season to commence. 35 years too long? You bet, the cars already back at Caterham for some mods.



## MG RACING

### *David Coulthard*

Round 10 - Brands Hatch (Indy Circuit). I'd been looking forward to racing on this track. OK, it was "only" the 1.2 mile Indy Circuit we were using, but the place is steeped in history, with features like Brabham Straight, Graham Hill Bend and Clark Curve. I was also relishing the challenge of Paddock Hill Bend, something I would later regret...

With a packed grid of twenty-nine cars attempting to race on just over a mile of tarmac, getting a good grid position would be crucial. So, 23rd wasn't really what I had planned. That said, just four seconds separated me from 'pole' and only one second covered the first eleven cars. It was going to be close!

I made a reasonable start and held station into Paddock Hill Bend. After cresting the brow, I began to descend the hill, only to be confronted by absolute carnage below me. Following a spin on cold slicks, the leader was barrel rolling down the hill, scattering cars in all directions. I braked and was promptly collected very firmly in the rear. My assailant joined the five other casualties who retired on the spot, but I limped round to the pits, having first resisted the temptation to stop and exchange insurance company details. The car had sustained heavy body damage, but strangely a very sick engine and a broken drive shaft as well. The impact must have been harder than I thought.

I arrived at my garage and I started to get out of the car and into retirement. "Get back in and tell me what's wrong" shouted Phil, my mechanic. After a quick explanation of the items which weren't relatively obvious, the full team of MG mechanics descended on the car and set to work, whilst I sat impassively in my seat.

The sick engine was the result of a totally blocked exhaust tail pipe, folded closed by the impact, which was reopened with a crowbar. The broken drive shaft was 'fixed' by removing a punctured tyre, which had a sizeable chunk of metal debris sticking out of it! The bodywork was mainly superficial, but still required a Land Rover and chain to pull it back into some sort of shape. It wasn't pretty, but it worked and I made it back onto the grid for the restart in my new 'short wheelbase' MG ZR.

Unfortunately, my brain wasn't the only thing out of gear. As the lights went green, I pulled away and changed up to second, missed the gate and found a box full of neutrals. Whoosh - last place! The next few laps were spent passing the road going cars, only for one of them to spin and take me with him into a gravel trap. It was going to be one of those days...

As the dust settled, I realised I wasn't too deeply in the kitty litter. I drove out and rejoined the race. Since I was all on my own, I could get in some good quick laps. By half distance, I realised I could just about see the back of the pack. Could I catch them?

Some more swift tours (just two second off the MG ZR Lap Record!) saw me catch the tail of the group on the final bend of the final lap. With the chequered flag in sight, I jinked out of the slipstream and pulled alongside the car ahead. So close by yet so far! I was beaten to 17th position by the length of a bonnet. I guess the naming of 'Coulthard Curve' will have to wait another year.

Round 11 - Thruxton. The final round of the Championship took place in mid-October at the chilly and windswept home of the B.A.R.C.. With my car still being repaired after the Brands incident, I was out in the team's spare car.

The main feature of Thruxton is that it's fast. Very fast. In qualifying, 'pole' was set at an average of 97mph and even I managed an 87mph lap. For the record, 10mph is the difference between 1st and 17th on the grid.

'Church' wins the title of "The Season's Scariest Corner". It's taken at about 110mph in 5th gear, with the car teetering on the edge of adhesion and the exit curbs rushing out to meet you. At that point, you dare yourself to put your foot down just a fraction more. A corner with two exit points, one labelled "men" the other "boys". A gradient and wind assisted 125mph is seen before shedding almost 100mph for the Club Chicane. You have to have ultimate faith in your brakes!

In some respects, Thruxton is similar to Snetterton, with its flat out bends. Bad news for me then. (You can keep your high speed sweeps and curves, give me tight and twisty any day). Consequently, my race was just as lonely as our Norfolk outing. I couldn't keep up with the leaders, whilst the road-going cars couldn't keep up with me. Familiarity helped clip a couple of seconds off my qualifying time and I finished a distant 14th, but without the embarrassment of being lapped.

Conclusion - You may remember that all this started as a 40th birthday present to myself. I can confirm, life does indeed begin at forty!

I've learned a lot about racing and about myself. The series I entered probably wasn't the best place for a novice to start a racing career. But where else could I get an "Arrive and Drive" package, which ideally suited my personal circumstances?

I've discovered you can't expect good results by just turning up on the day and qualifying. Track time and testing are all important. Having sufficient budget to pay for this is critical to your performance.

I'm also a bit of a coward. I lack commitment on high speed bends, the first couple of corners of a race scare me to death and I don't like getting involved in the general push 'n' shove of racing. Maybe I've spent too long doing relatively low speed hillclimbs, with the luxury of having the track all to myself? Or am I just too old for this racing malarkey? Perhaps I like to get 'Value For Money' and crashing on the first corner doesn't seem like good VFM? After all, it's not like Harewood - you don't get another couple of goes later in the afternoon!

Congratulations to fellow MG ZR driver Barry Benham, the winner of the 2003 Mayflower MG Trophy. Me? I finished 28th from 44 competitors and was rather surprised to find myself as runner up in the Novices award.

What a year. I've raced at Spa-Francorchamps, for me the World's greatest circuit. I've been on track (I can't say "raced", as the only time I saw them was when they lapped me) with Touring Car drivers Anthony Reid and Colin Turkington. Both are outstanding drivers. I've made the national motorsport press and I've driven a works prepared racing car. And yes, I've loved every single minute of it! Will I be back for more in 2004? Hmmm, I wonder...

## IMPORTANT NOTICE

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of any change of address or  
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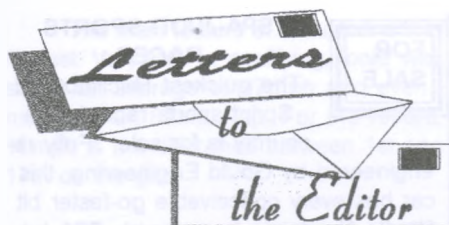
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Dear Editor

Can I thank all for such an enjoyable meeting on Sunday last. The fact that it is the first time I have been in the car this year and did not get soaked certainly helped. Please can you arrange the weather to be as good for the last three meetings.

I am writing to comment on how much improved is the timing and results service and it was obvious that much work was going on to make this happen. Please convey thanks on behalf of the competitors to all those who were making this improvement work.

Whist the results in Class 4 will bear out the arguments put forward by the reporter of the June event can I point out that after the first run on Sunday experts were proved wrong. The time differences in the class have closed markedly over the last few meetings and we await the visit of Mr J Palmer in August with some relish as it will enable us to judge our performances against a national benchmark.

Thanks again

Mike Smith

## WORKING PARTIES

Volunteers wanted for  
working parties to  
prepare Harewood for  
the forthcoming season

on  
**Sunday 29th  
February**

and  
**Sunday 14th  
March**

**All welcome!!**

## IMPORTANT

***With this issue of the  
'Times' you will find***

- 1 Harewood Regulations  
Booklet for 2004**
- 2 Practice Day regs**
- 3 AGM Notice**
- 4 Marshals Availability  
Form**



## How I got to spend a Fortune on Kit cars

**Mike Smith**

For the benefit of those who are not in Class 4 and may not know me well I feel a little background may be useful.

I spent my working life in education finishing last year as the Head of Technology at the best school in Britain. Emmanuel College in Gateshead was 5th in the league tables of comprehensives and all students studied in my department Engineering or Electronics. My final year group achieved a pass rate of 98%. I thoroughly enjoyed my teaching and can proudly say that four of my former students currently work as engineers for Grand Prix teams. The best things about teaching are still the holidays and in Technology all of those wonderful facilities and machines to use out of hours. Handy when building a Kit Car!

Getting out of education can be difficult and becomes harder when one has a heavy 'habit' to support. Five years ago I retired for the first time and to fill in my time I bought a Dutton Phaeton which came as a damaged wreck with a Xflow of undetermined parentage. After four very cold months in the garage I had this car running and Margaret and I did some 3000 miles in it on 'picnics' around Northumberland (England's least populated county and its best kept secret).

The Dutton has a unique place in this tale as it is the only car that I have ever bought, used and sold at a profit! At this stage I decided that I had the need to build a car from scratch. I had no intention or vision of competition and was fortunate to be guided by Max Hall, an occasional scrutineer at Harewood towards the Sylva Striker. The Dutton had grown a 1700cc Xflow and this was transplanted to the Striker. Around this time Margaret was diagnosed to be terminally ill and the build of the Striker was very much a release for

me as I would go away in the garage and knock seven bells out of some bits of metal and return to nursing duties with much less anger about the unfairness of it all. This was a very sad time indeed and one which I have not left behind as I cannot look at the car without thinking of its original intended use rather than competition. When finished it suddenly dawned on me that I could have a go at some of those hillclimb events that I had spectated at whilst attending St. John's College, York as a student teacher. When Margaret died I had done 2 events and a driving school so the die was cast.

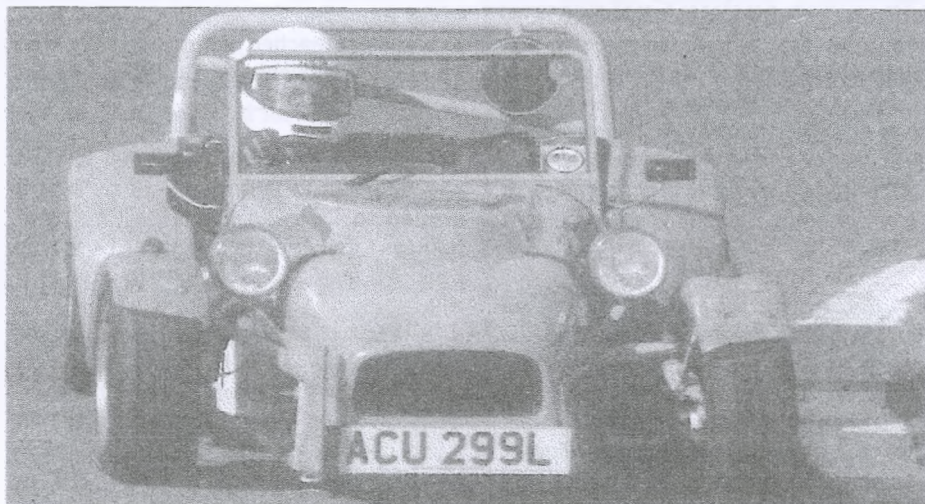
With only little purpose left in life I was fortunate to return to Emmanuel and started to fill in all available time with hobbies - golf, food and kitcars. Suddenly I had the time and resources to indulge.

My first time with the green Striker was in the 79's. I had been told I would do well to break 80 and went home with a head that would not fit through the door at with a time of 75 something. Twin 40's, Limited slip diffs, bias braking all followed. Rolling road tuning gave me an extra 5 bhp and with all of this I got down to 72 seconds. Try as I might, bang my head off the wall, listen to and follow the advice of Kenyon the thing would still only do 72 seconds. (Why? BK) Without any real expectations I replaced the tyres and on my first practice run gained a couple of seconds. At the end of the first day with the Bridgestone's I had gained a further second as they scrubbed in. An incredible 3 seconds all for the outlay of £200. Please, please, please let me be able to repeat this on the current car. Needless to say all I had done was reach another plateau. I could do 69's all day - no drama, no sweat, no problem. Of course I soon bored of this and decided I needed more power. An all steel Xflow was bought and

rebuilt but I still had lingering doubts about the basic car which like the driver was overweight. Easy to change the car but difficult to change the drivers lifestyle so alongside the steel Xflow a new chassis was purchased and another build commenced. Now is the time for confessions. When it appeared at the May event in 2002 the car did have the reg plates of the old car on it. Over the rest of that season I got down in the 67's but it had always been my intention to have a light engine to go with the light chassis, light

and a raft of set up changes that have got the car somewhere near. Bob Bellerby has made an enormous contribution and developments have allowed us to set some times that are impressive but it is not finished yet. It is a tribute to Dave Banner and his car that the record still stands. No soft class records in Class 4 Mr Geen!

My best time has been 65.14 and Bob did a fabulous job on John Palmer when he visited in August with a 64.57 to Mr Palmers 65.00. It needs to be



*Mike Smith holds an early and very tight line around Farmhouse*  
*Photo: Simon Harrison*

bodywork, heavy driver combination. A Puma Zetec had laid on the garage floor throughout the construction with the all steel Xlow and in August 2002 I paid a visit to Roger Bradley at Aldon to discuss tuning whilst I just happened to have the Zetec in the back of the much abused Polo Diesel. Early this year the Green Striker was resurrected as the new car had not yet become totally legal with SVA's MOT's and just add to the confusion when registered was given a reg no ACU 299L to the green car's ACU 289L. The Puma Zetec car appeared in May along with split times on the hill. The season has been spent setting up suspension, adjusting braking forces

and acknowledged that JP did a 64.3 in practice but then failed to repeat this in the competitive runs. A case of trying too hard was my analysis. Highlight of the day for me was Bob taking the 'See Through Striker' through the speed trap at 91mph after drifting it all the way round Farmhouse. Brilliant seat of the pants stuff from a stick insect!

New year should see lots of new developments on the car (I might paint it) but sadly it remains on the trailer after the last event. Now if I went out and spent another £200 on some new tyres do you think I could put both Bellerby and Dale in their places?



## IN REMISSION! *Dale Cordingley*

In the April/May 2003 edition of the Times I reported the serious illness I was suffering - upgradeitis. Would I be able to fight and overcome it in 2003 was the question. The prognosis was touch and go.



*A Rover 1600 k-series engine in kit form!*

Over the winter of 2002/2003 I had fallen victim to the desire for even more power in the beloved Caterham 7. The engine was in bits on the garage floor and some forged pistons and banshee cams awaited installation. Thankfully all parts were back together prior to practice day and unlike the self-assembly wardrobe, no spare parts were left afterwards! Once practice day had past, my upgradeitis was diagnosed as being in remission. But the question no one could answer, was whether it would return later in the year.

Recently my psychiatrist took me back over the last year to see what the diagnosis might be.

The year started well with a class win at Harewood in April, then it was on to Aintree the following weekend. Aintree is fast and furious, and can be hard on cars as maximum revs are held along Railway

Straight. On Sarah's second timed run, she crossed the line at nearly 120-mph and the engine cried enough as it dropped a valve seat. The puffs of smoke and metallic rattles told the story that it was the end of our day, albeit a class one/two win in my favour - just.

A frantic few days followed to get the parts and rebuild the engine in time for the next Harewood double header in early May. The car arrived without even time to road test it and surprised us by taking class wins on both days - one run just 0.23 sec shy of the record! New Brighton followed in mid May on a rainy day. Not a place to risk mixing with the high kerbs. But this one was not to be ours, as Bob Bellerby gave me a wake up call ... unfortunately I decided to stay asleep and could only manage second.

The Jim Thompson meeting at Harewood was in June and somehow I couldn't get it all hooked up, but luckily neither could Bob. So another score on the door! Then came the secretive MIRA track near Nuneaton, which neither Sarah or I had done before. It was a Lotus 7 Club event, where our class was of unlimited engine capacity. The track has an ultra high grip surface and is very fast. Here we suffered our worst defeat, well when I say we, I really mean me! We were beaten by bigger engine cars, but more disconcerting was the fact that Sarah came 4th and I came 5th. So let's move on....

Later that month John Palmer whooped us both at Aintree. Sarah and I put in some good times that were fractions of a second off the class record, whilst JP took a second and a half off the record!



So second and third places were the best we could do. However, alarm bells started to ring with me as Sarah was only 0.2 off my time - she had been hauling me in over the last three attempts at Aintree. The bruised ego from MIRA was still apparent.

July at Harewood was good to both of us, with a first in class for me and a third for Sarah, her best position and time so far at our home venue. The car was handling and performing superbly. It was then off to 3 Sisters on one of the hottest days of the year. Somehow we seemed to have a different car. The handling was diabolical, loads of understeer. Now being a good spannerman, I thought I could sort this with a bit of suspension adjustment - I'd seen Alan Staniforth do it so I knew it was easy... Wrong! I just made it worse. Now I vaguely remember AS saying that if you adjust anything, write down what you do, so that you can put it back if it doesn't work. That's another piece of advice that went unheeded. The result? RB got the upper hand once again.

The first August Harewood meeting saw us both struggle with the ill handling Caterham, but I had one fluke good run that counted and gave me my sixth class win of the year. Sarah was less pleased that I had upset the car at this critical stage of the season and had probably cost her the Ladies Championship.

At the end of August we headed to the South of France for a well-earned rest. Text messages were flying back and forth on the 24th August with my spy Dave Coulthard keeping an eye on how Bob Bellerby and Clare Sullivan were doing. Bob took a fine win over John Palmer and Clare had a good score in the Championship too.

As soon as we got back from holiday the car was whisked off to that young pensioner at Pateley Bridge, Alan Staniforth, to work his magic on the suspension. Yes, I got a few choice words

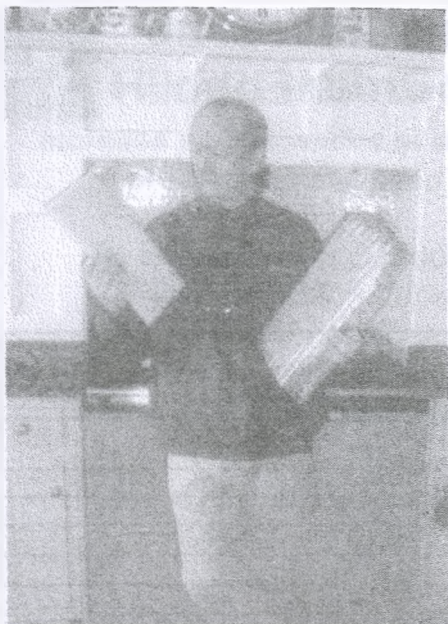
of advice from Alan and some nice ginger cake from Mrs S!

The very next day we were at Aintree again. Sarah obviously liked the car set-up and promptly took the class win and beat me in to second place. Well it was going to happen sometime! The last two Harewood meetings followed, but with disappointing times on both days. However, every cloud has a silver lining and this one brought my Harewood tally in 2003 to 8 class wins out of 8 entered and third in the Championship. Sarah slipped from top dog, in the Ladies Championship and was second to worthy winner Clare.

However the final showdown with archrival Bob Bellerby would follow in October at 3 Sisters. Bob has had the upper hand here a number of times in the past. This time the car handled a treat and we walked away with the win. What a year of highs and lows! 11 class wins between us out of 14 events, third in the Championship for me, two victories for Sarah, a load of pots at the Dinner Dance, a couple of sound thrashings and a blown engine.

However, the floor of the garage now looks like it did this time last year. Carol is complaining about the cylinder head drying out on top of the Aga (wives have no mechanical sympathy)! So if the car was so good, why is the engine in bits then? Well the oil pressure was starting to look alarmingly low at the back end of the season and I was running restricted revs, as the bottom end was still standard. So some fettling was called for.

When the engine came out I noticed something missing - an important bit of foam! When the Rover k-series is installed in the Caterham, there is a piece of foam about a foot by 4 inches by half inch thick in the sump to help reduce oil surge. My engine had obviously taken a dislike to this and completely ingested the thing. All that



*The disappearing foam trick!*

was left was sludge in the oil and a set of wrecked bearings. Oh, this happens regularly Sir, was the comment!

So now its all being cleaned down, ready for a rebuild, but this time it will have steel con rods and stronger cylinder liners. The later two items should allow higher revs, and as the power was still climbing at maximum revs previously, we should get a bit more go up the hill!

So what will 2004 bring? Well knowing that Bob has a new larger capacity engine in the wings, seeing how fast Mike Smith's Silva Striker was during the year, watching Robert Warwick put in some consistently fast times and knowing that Jonathan Medley now has an uprated engine in his Caterham, we will probably need all the help we can get. 2004 looks like it will be as competitive as ever in class 4. But who will be top dog next time? Will we have enough power? I'm off to my psychiatrist for some counselling and advice!

## ***Congratulations***

To:

Peter Harper on winning the Classic Clubmans Championship

Roger Kilty on winning the BOSS Championship

Mike Geen on winning the Longton & District MC Championship

Tim Wilson on his class win in the Power-Mec Leaders Championship

## **BARC Yorkshire Centre**

### **ANNUAL GENERAL MEETING**

**To be held on  
Monday 1st March  
at**

**7.30pm**

**at the**

**Ramada House Jarvis Hotel.  
Otley Road,  
Leeds**

**Full details on the enclosed  
sheet.**

**Items for the next edition of the  
'Times' to the Editor please by  
12th April 2004**

Mrs Pat Kenyon, 'Hillside',  
West Lane, Holdworth, Loxley,  
Sheffield, S6 6SN

Tel & Fax (0114) 234 0478

or Tel (0114) 285 1114

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



# 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	S,M,L,XL,XXL	£ 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			£
			<b>Total Cost</b>		<b>£</b>

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





# 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)***

***April 1st April 29th May 27th***

***July 22nd August 19th***

***Contact Pat Kenyon on***

***(0114) 234 0478 or (0114) 285 1114***

***e-mail: [pkenyon@holdworth.fsnet.co.uk](mailto:pkenyon@holdworth.fsnet.co.uk)***

## **The Driving School - how it can help you**

### ***Brian Kenyon***

I don't know how to say this without denting your pride, but I feel many would benefit from a day at the Driving School. Throughout the season Pat and I see videos and also receive a large number of still photographs. I hate to say this but I seldom see drivers on the right line or using all the road.

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.

The thing that frustrates me most as a Driving School Instructor is that some people revert back to the way they drove before. 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.

## HAREWOOD SPEED HILLCLIMB 2004 DATES

Practice Day  
28th March

Spring National  
11th April

Harewood Open  
15th May

May MSA Championship  
16th May

Jim Thomson Trophy  
6th June

MSA Championship  
3rd/4th July

Montague Burton Trophy  
1st August

Summer Championship  
29th August

Greenwood Cup  
18th September

Mike Wilson Memorial  
19th September

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

## BARC YORKSHIRE CENTRE COMMITTEE 2003/2004

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e-mails

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**VICE CHAIRMAN**  
Richard Hardcastle

**COMMITTEE**  
Don Burt  
David Clay  
Dale Cordingley  
David Coulthard  
David Dalrymple  
John Green  
Mike Shorley  
Richard Spedding  
Peter Whittle  
Graham Wride