

# YORKSHIRE CENTRE TIMES

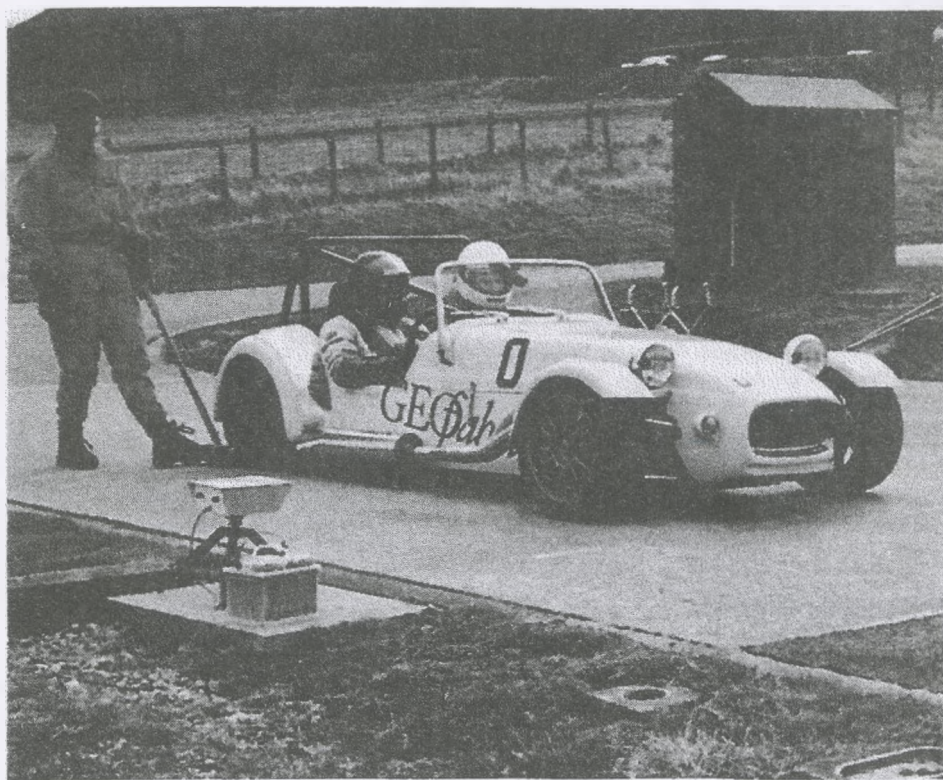


BARC



April - June 2004

Issue No 99



*Robert Warwick, with Chairman Tim Wilson, making the inaugural run on the new Harewood track at Practice Day  
Photo: Chris Seaman*

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

# CHAIRMAN'S LETTER



It was great to see so many familiar faces and plenty of new ones at a fine sunny Harewood on Easter Sunday. And what a good start to the season with 4 new class records.

Thank you to the large crowd who stayed for the late awards presentation. We were keen to offer 3 timed runs despite the full entry but weren't prepared for the large number of drivers who felt the urge to throw their cars at the scenery! Perhaps the new track caught many of you out?

We are delighted with the new surface. It has already proved its worth on a wet driving school, giving plenty of grip and the new drainage seems to have removed the problem of standing water.

I am afraid that our results service was not up to standard though. Having spent most weekends this year at Harewood with our dedicated 'time team', I can assure you that this is not due to lack of effort. We will continue testing and developing the system to ensure we have a full service for May and the rest of the season.

Then all we need is fine weather to guarantee a great weekend of hillclimbing when we welcome British Championship contenders on Sunday and several marques including Ferrari on Saturday. The British series got off to a flying start at Loton on Easter Monday when current champion Adam Fleetwood set a new course record, despite a cold spring day. What will he make of the new Harewood tarmac?

I look forward to joining many of you on the hillside to see!  
Tim

# EDITORIAL



Dear member

At the point of writing I am dreading the postman's arrival. For the 16th May event, we only take 120 entries and we are well over subscribed. Unfortunately some of our people will not get in to the event even though they have entered before closing date. It is a condition of holding an MSA Championship round that we give their championship entrants priority, after that it is first come, first served. I will not enjoy the next few days but it is a job that has to be done. If you have any thoughts on the matter please direct your calls to the committee as my hands are tied.

We look like being fully subscribed for the Saturday event so it promises to be a hectic weekend, hopefully the weather will be kind to us and if this is so, the course and many class records will fall. The new tarmac is proving extremely grippy and although it is early in the season, we have four new records despite the extremely cold weather. I guess the writing was on the wall at Practice Day when one or two drivers were very close to their class records.

I would like to inform all our members that I will no longer be the Entries Secretary at the end of this season. Please use the contact numbers listed in the magazine for your specific needs. This issue of the 'Times' is the 99th that Brian and I have produced, it all stems from a time when the club was without a magazine and any form of communication with its members. A meeting was held called 'Meet your Committee', we said we would be prepared to take on the magazine and the rest is history. I would like to produce a mega magazine for my 100th issue so anyone with any articles or ideas, please forward them as soon as possible. (Cont. on Page 3)

## Winter Workshops

*Tim Wilson*

Many of you turned out in the run up to Easter to help prepare Harewood for another exciting season of hillclimbing.

The infamous Wattle & Daub (John Green, David Dalrymple, Mike Shorley and new recruit Mike Smith) continued with their Wednesday working parties. Richard's Hardcastle and Hooper rearranged the paddock office computers whilst David Clay and Roger Frost spent most weekends refitting and rewiring the familiar blue start hut.

The Sunday working parties attracted a good turnout, making light work of some essential preparation, including putting out the Recticel barriers, repairing armco, flattening molehills, etc.

The cabling continues to be improved. We laid a new start - finish cable to give a back-up in the event of cable failure (not as easy as it sounds - it took about 3 days, 10 people and a dog!) as well as cables to the Orchard split and commentary hut.

We reprofiled all the gravel traps and created a new one at Quarry, to stop errant cars disappearing into the trees, with the help of a big JCB and about a grand's worth of gravel. Seeding has taken place in some areas and should be established soon. Spring growth, however, was not enough to bring the sandy area of the paddock up to standard so we opted to replace it. Bob Warwick looked into a few technical surfaces but concluded that standard grass turf would give the best and quickest surface. Bob also headed a team of volunteers running in the new track - an important job, but one that looked attractive from my position on a wet and windswept hillside!

As one who normally sees Harewood from the driving seat, I have been amazed to see the amount of work that goes on over winter to prepare the venue for competition - a big thank you to everyone involved.

## EDITORIAL (cont)

This is quite a slim issue as it lacks input from you, the membership so if out of season you have been building your car, rallying or any other motor sporting activity, please pen an article.

Pat

### IMPORTANT NOTICE

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

### WANTED

***Volunteer to sell competition numbers in the Paddock Office on Saturday 15th May and Sunday 16th May from 8.00am to 9.00am.***

**Items for the next edition of the 'Times' to the Editor please by 7th June 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

## On track at Harewood

*Dale Cordingley*

Harewood is the north's number one venue for speed hillclimbing. Stockton Farm off Harewood Avenue, near Leeds has been its venue since the early 60's and is the longest permanent hillclimb course on the UK mainland at 1,448 metres. The track attracts thousands of spectators and competitors from all over the country each year, where it overlooks the spectacular scenery of the Wharfe valley.

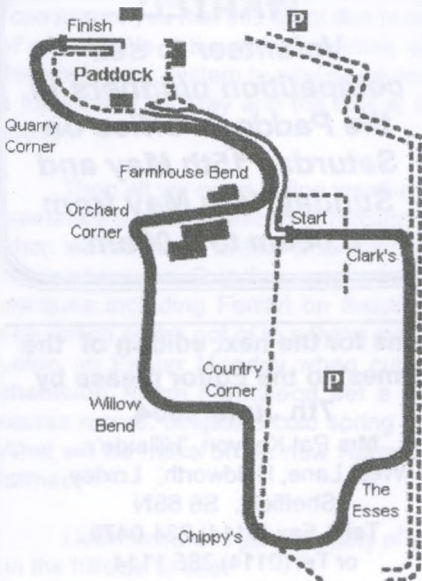
The Yorkshire Centre of the British Automobile Racing Club (BARC) uses the track for nine speed hillclimbs each year. Here the top cars can reach up to 125 mph on the hill, so safety is important. BARC Yorkshire Centre's chairman Tim Wilson, says "The track takes an enormous amount of horizontal forces, particularly from high powered slick tyred race cars, with their heavy braking in to corners and tremendous acceleration out of them. We wanted to make sure that we keep the track in top condition for fast and safe motorsport at Harewood".

The prime driver for the work was to repair deterioration of some areas of the track such as the bumpy entry in to the Esses, some surface break up at Country corner and unevenness through the Farmhouse. Here and at a few other places such as the exit from Orchard, the kerbs were also in need of resetting to their original height. At the same time drainage improvements were required at the Esses, Willow and Orchard corners.

As a result the club has just made a major investment in resurfacing the entire track. In 1992 the track was extended to its current length and then, like now, the work was completed by Houseman & Falshaw of Harrogate.

BARC member and competitor Robert Warwick has project managed the resurfacing project. Robert's real job is running a geo-textile operation (the materials from which are used in the construction industry), but he is a Chartered Civil Engineer by profession. Robert was responsible for project managing the building of the new runway at Newcastle airport and numerous stretches of motorway during the heyday of motorway construction, so resurfacing Harewood was easy by comparison.

Robert explains "One of the key tasks was to do all the work on time and to budget, but importantly to keep the characteristics of the track. We didn't want to change the banking of the track anywhere or make the corners wider or faster. The new track surface is made from durable stone mastic asphalt and will have similar grip characteristics to the old surface. The new track surface should last at least 20 years and will benefit the competitors by offering a smoother track with the same level of grip all the way up the hill from start to finish".



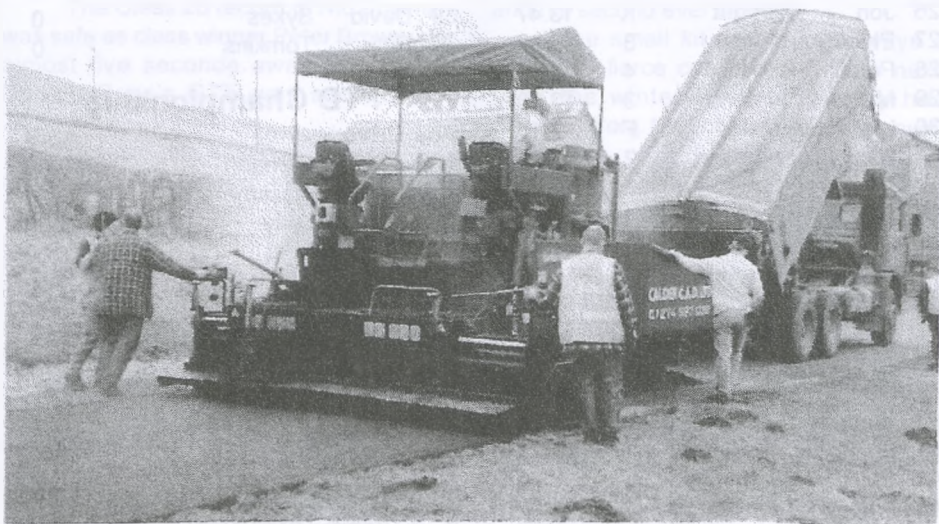


*Scraping the road by the Farmhouse*

Whilst resurfacing the track, it was decided to upgrade the slip road that leads down to the start and the return road across the back of the barn. The latter will be a particular benefit to competitors who have been red flagged and need a re-run as this area had loose stones that stuck to warm tyres. In addition the change over area for

double drives has been widened in the paddock.

The first event on the new surface will be on Sunday the 11th April. We hope that the investment will prove popular to both Harewood competitors and spectators alike during the 2004 season and beyond.



*Laying the tarmac on the approach to the Farm*

# Harewood Speed Hillclimb Championship 2004

sponsored by Mallory Park Race Circuit

ClassApril				ClassApril					
1	Robert	Bellerby	4	18.56	44	Mike	Baxter	3	5.07
2	Simon	Bainbridge	8	18.42	45	Les	Thurkettle	E	4.23
3	Steven	Davies	9	18.00	46	Richard	Pope	3	3.64
4	Mike	Smith	4	17.82	47	Geoffrey	Barker	4	2.96
5	Dale	Cordingley	4	17.66	48	Allan	Staniforth	I	2.72
6	Mike	Geen	1	17.31	49	Diane	Dakeyne	1	0
7	Sarah	Cordingley	4	17.18	50	Debbie	Grant	1	0
8	Tony	Brumfield	A	17.06	51	Christopher	Price	3	0
9	Mark	Moran	9	16.74	52	Michael	Tate	5	0
10	John	Ellison	2	16.43	53	Andy	Ball	J	0
11	Rpbert	Warwick	4	16.21	54	John	Beardmore		0
12	Graham	Smith	E	15.96	55	Chris	Brown		0
13	Andrew	Henson	K	15.90	56	Nick	Cook		0
14	Clare	Sullivan	1	15.88	57	Mike	Fitzsimons		0
15	James	Blackmore	J	15.81	58	Peter	Herbert		0
16	Glynn	Sketchley	H	15.75	59	William	Mason		0
17	James	Kerr	2	15.47	60	Jonathan	Medley		0
18	Martin	Vesty	I	15.42	61	Simon	Medley		0
19	Jonathan	Mounsey	3	15.35	62	Michael	Moore		0
20	Ian	Thomas	9	15.30	63	Jonathan	Moorhouse		0
21	Elsbeth	Charlton	2	14.86	64	John	Moxham		0
22	Damon	Gray	3	14.83	65	Lynn	Owen		0
23	Andy	Geen	2	14.74	66	Steve	Owen		0
24	Paul	Gibson	4	13.83	67	Andrew	Roberts		0
25	Steve	Foster	1	13.53	68	Susan	Surtees		0
26	Jon	Waggitt	K	13.47	69	David	Sykes		0
27	Philip	Andrew	3	13.39	70	Rick	Tomkins		0
28	Peter	Rhodes	4	13.32					
29	Michael	Burdon	3	13.28					
30	Les	Procter	F	13.18					
31	Paul	Anderson	2	12.61					
32	Peter	Whittle	9	12.40					
33	Bobby	Fryers	4	12.30					
34	Mark	Cummings	9	11.70					
35	Richard	Paterson	3	10.64					
36	Adrian	Martin	5	10.14					
37	Jim	Naylor	D	10.06					
38	Michael	Underwood	9	9.56					
39	Martin	Rowe	1	9.48					
40	Bronwen	Waggitt	9	9.03					
41	Steve	Cooper	I	8.27					
42	David	Lanfranchi	9	7.30					
43	Tracey	Taylor-West	3	6.39					

FTD Championship		
Pos	Driver	April
1	Andrew Henson	10.00
2	James Blackmore	9.00
3	Martin Vesty	8.00
4	Jon Waggitt	7.00
5	Glyn Sketchley	6.00

Ladies Championship		
Pos	Driver	April
1	Sarah Cordingley	17.18
2	Clare Sullivan	15.88
3	Elsbeth Charlton	14.86
4	Bronwen Waggitt	9.03
5	Tracey Taylor-West	6.39

# SPRING NATIONAL MEETING

*John Green*

Easter Day dawned bright and clear, with a slight cool breeze. It would be the first real test of Harewood's new surface, would the records tumble or, as some had predicted, might the track still need to be "run-in"? A few delays caused practice to run on a little and after a shortened lunch break, so short that the commentator's chocolate pudding had to be postponed until tea time, the class runs began.

The Ginettas opened proceedings, and on his first run Bill Hutchins in his 4.5 litre G27 trimmed half a second off his two year old record. He was to take the class with a best of 61.16. Sharing the same car, owner Tony Luxton was also over a second under the old record.

Merged Classes 15A & B saw Christopher Cooper's ex-Lancashire Police MGCGT victorious in 70.42 from Paul Drake's MGBGT with Gary Waite's Midget taking third spot.

In Class 15C the rumbling 4.6 litres of Terry Pigott's MGBV8 was no match for the modified Midget of class record holder James Thacker, whose 66.54 best run took the honours.

The Class 20 record of Nic Bowman was safe as class winner Peter Brown was almost five seconds away with 73.36. Donald Ross's GTE was second with 74.81.

Class 1 saw reigning Harewood Champion Mike Geen pushed to second spot by the Cooper S of Droitwich company director David West. Mike's class record was not beaten however. The Sprite of Stuart Bullas took third with 69.45.

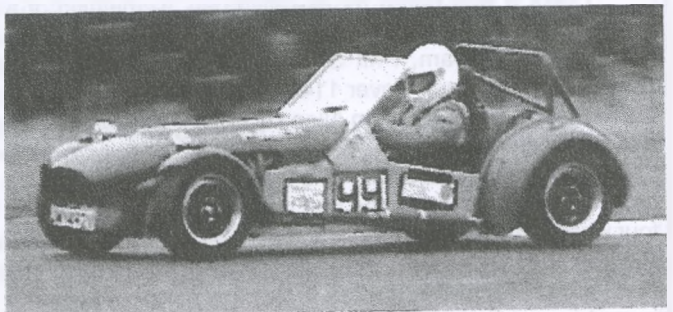
Ladies Champion Clare Sullivan was the only other competitor under 70 seconds, with a fourth place time of 69.96.

David Marshall's Peugeot 205 on twin Webers took Class 2 in a best of 68.19, just half a second up on St. Annes GP Russell Thorpe in his Renault 5 GT Turbo. John Ellison's lovely Elan took third. Mark Warren's 205 found itself on the wrong side of the Orchard gravel trap, but was speedily recovered by Harewood's dedicated and competent marshals.

The Over 2 litre Road Modifieds were led by Jonathan Mounsey in his newly acquired Mitsubishi Evo VII. His time of 66.71 needs to come down by over 21/2 second if he is to challenge Richard Hargreaves' 1999 class record. Damon Gray's shrieking BMW took second ahead of the turbocharged Nissan Skyline of Philip Andrew. Tony Forshaw's Rover SD1 attempted to climb the grass bank in the Farmhouse section, but the robustness of Spen King's design allowed it to carry on regardless.

The TVR Class was won by Matthew Oakley's mighty 5.2 litre Griffith in 69.41. The Vixen S4 of Stuart Lobley was second ahead of the 3000S of Stephen Dennis, this being Stephen's first time at Harewood and his second ever event.

The small kit car class, always a hotbed of fierce competition, came next. Over the winter Robert Bellerby had changed from 1300cc's of Peugeot power



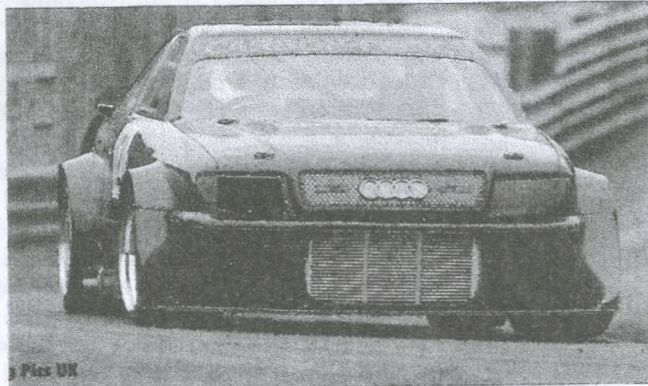
*Bob Bellerby*

to 1600ccs. His efforts paid off with a class win and a new class record in 63.60

breaking Dave Banner's 2000 record of 64.16. Mike Smith's see through Sylva Striker took second ahead of Committee Member Dale Cordingley's Caterham.

Fifth place from only his first run will be poor consolation to Robert Warwick who lost it on the exit of Farmhouse bend and smote the Armco barrier with his Westfield. Robert has overseen the re-surfacing of the track paying many visits to the site during the work. Let's hope we see Robert back in action very soon.

Bobby Fryers continued his winning ways taking Class 5 in 69.09 from Adrian Martin's Caterham. John Middleton-Walker, whose company supplies the gravel for those enticing traps, stayed away from his company's product to take third place.



*Simon Bainbridge*

Class 6 was taken by ex-rally co-driver, team boss and current member of the Ford WRC team, Phil Short in his Cooper S. The shared Rover 114GTI took the next two places, Malcolm Allen second and Stuart Horswill third.

The merged Classes 7 & 8 saw the next record to fall. It took the 500 bhp and four wheeldrive Audi to break the record of Richard Jones which has stood for nearly five years. Simon Bainbridge broke the record in practice, and again during the event, leaving it at 61.51. Alan Cooper's Evo VI took second place with Chris Mason third in the E-type. A broken differential

preventing any further runs from this ex Mike Franey, Ted Worswick circuit car.

The well supported pre-1994 Formula Ford Class was next on line for record breaking. The 1998 record of Recticel's man Tony Metcalfe was taken by David Bailey in the Swift SC93F. David's time of 60.95 taking the class win from Stephen Davies's Swift. Mark Moran's Van Dieman taking third.

The merged Classes A, B & G went the way of Tony Brumfield in his Suzuki Hyabusa engined Sylva Striker despite a hairy moment at Farmhouse. Former Harewood Champion Colin Stewart was second in his Lotus 7 just ahead of Will Hall who was class winner at Prescott a week earlier.

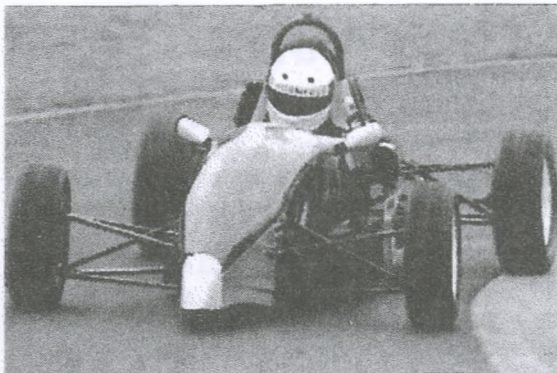
Classes D, E & F were merged and the Radical of Pately Bridge driver Graham Smith held off the twin engined OMS of Les Procter to take the win. Les had a spin on the approach to Willow Bend on his last run, as did a few others. Phillip Major's Mallock was third. Father Phillip just 0.21 seconds ahead of son Douglas.

Racing Cars up to 600cc were merged with the up to 1100cc Class

which put Glyn Sketchley's Nova Jedi at something of a disadvantage. Undaunted he took the 490cc Suzuki engined car to second place ahead of Anthony Levitt's OMS in third. Class winner and third FTD was Martin Vesty, who went up in 56.93 despite a sideways moment at Orchard Corner.

Classes J & K were also merged. The days fastest speed through the speed trap fell to Boroughbridge sports car specialist Jon Waggitt at 103mph. Jon spun at Willow on his second run and at Orchard on his last run. Second on a best speed of 96mph came the OMS of James Blackmore, trying a new rear wing for the





*David Bailey*

first time. His 56.24 gave him second FTD also. On his first run Andrew Henson took his Pilbeam MP62 up the hill in 55.59 seconds to give him FTD. The gremlins struck on his second run and Andrew was unable to take his third run.

Andrew Henson leads the FTD Championship by one point from James Blackmore. Sarah Cordingley leads the Ladies Championship from Clare Sullivan and Robert Bellerby has a lead of 0.14 over Simon Bainbridge in the Mallory Park sponsored Harewood Championship.

A good opening event, Clerk of the Course Richard Hardcastle and his team overcame a few problems and delays but still pressed ahead with third runs giving customers excellent value for money, well it is the Yorkshire Centre after all.

**Results**

<b>Cl</b>	<b>Name</b>	<b>Car</b>	<b>Time</b>
11	Bill Hutchins	Ginetta	61.16R
15A+B	Christopher Cooper	MGC GT	70.42
15C	James Thacker	MG Midget	66.54
20	Peter Brown	Reliant Scimitar	73.36
1	David West	Mini	68.23
2	David Marshall	Peugeot 205	68.19
3	Jonathan Mounsey	Mitsubishi EVO	66.71
3A	Matthew Oakley	TVR Griffith	69.41
4	Robert Bellerby	Sylva Striker	63.30R
5	Bobby Fryers	Lotus Elise	69.09
6	Phil Short	Mini Cooper S	65.65
7+8	Simon Bainbridge	AudoS2	60.51R
9	David Bailey	Swift SC93F	60.95R
<b>A+B</b>			
+C+G	Tony Brumfield	Sylva Striker	60.31
E+F	Graham Smith	Radical	60.26
H+I	Martin Vesty	OMS 2000M	56.93
J+K	Andrew Henson	Pilbeam MP62	55.59



**2004 HAREWOOD SPEED**

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*Increase your chances of doing well in 2004 by attending*

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*By attending the School, people have gone on to:-*

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**2004 Dates**

**(Thursdays)**

**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



## The quest for the perfect run

*Brian Kenyon*

The car ahead leaves the start line in a cacophony of noise, you slip your car into gear, a quick burst of throttle, the wheels spin to clear any debris from the tyres, the start line marshal beckons you forward, they line you up to the starting beam. A quick tug on the seat belts, scan the gauges, mentally run through the sequence of corners and gear change points, your mouth becomes dry, your pulse races, the timekeeper flicks the lights from red to green, the revs build - 4000, 5000 - side slip the clutch while planting the throttle to the floor, the car surges forward up the black streaks of rubber towards the first corner, a quick snatch of second and the corner is upon you, a dab of the brakes, the car slides, snatch third as you drop down the hill towards the Esses, hard on the brakes, (heel and toe), down a gear, the car twitches, it doesn't seem to want to respond to your steering inputs, you struggle to keep the wayward beast on line, it simply seems to have a mind of its own. To have any chance of a quick time you must be early on the throttle at Chippy's, the car slides wide, you flick the grass, all is well, with the hammer down you burst over the brow of the hill, hard on

the brakes, the rear wheels seems to lift, (you'll try trail braking the next time), you accelerate out of the corner using all of the road, into Willow, a big balls corner, you hold your breath.

By now you are in full swing, the car seems to be flowing well, each braking point seems perfect, the apexes clipped to perfection, the gear changes crisp and clean, this surely is a record run. As the finish line approaches, slam it down a gear, (heel and toe), hit the brakes hard, the car is scrabbling for grip, the rear end flicks out, a quick burst on the throttle and you are over the line. The adrenaline is pumping wildly, your helmet feels damp enough for a goldfish to feel at home, your hands are sticky and trembling but you've reached the top, what time was it? The class lead? A new record? No, half a second away. You must dig deeper next time, find those elusive tenths, your mind re-runs the climb, you remember being a little late on the brakes for one corner, perhaps that unsettled the car enough to lose you speed, there are two more runs yet to be completed and the record may still be yours - that my friends is speed hill climbing.

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### FOR SALE

#### **YAMAHA 998cc R1 ENGINE**

ex. standard OMS 2000M

achieved 54.96sec at Harewood in 2002 season

Fully race prepared, gas flowed,  
race cams, valves,  
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approx 16 events from new build

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01423 340582

### FOR SALE

#### **TYRES**

4 off Avon slicks 7.5 x 21.5 x 15 soft  
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4 off Avon Turbospeed CR28 Sport  
195 x 50 x 15  
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**Tyres £250 the lot**

**Contact Bobby Fryers**

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# 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

**HAREWOOD SPEED  
HILLCLIMB 2004 DATES**

**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 2004/2005**  
Useful telephone numbers and e-mails

**CHAIRMAN** Tim Wilson  
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timw@johncotton.co.uk

**CLUB SECRETARY** Caroline Marston  
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**TREASURER** Martin Baker  
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**COMPETITION SEC** Chris Seaman  
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chris@seamans.fsnet.co.uk

**MARKETING** Dale Cordingley  
Tel: 01943 874183  
dale.cordingley@provident.co.uk

**MARSHALLING** Mike Shorley  
Tel: 01977 780035  
mshorley@hotmail.com

**VICE CHAIRMAN**  
Richard Hardcastle

**COMMITTEE** Simon Clark  
David Clay  
David Coulthard  
David Dalrymple  
John Green  
Richard Spedding  
Peter Whittle  
Graham Wride