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APRIL - JUNE 2005

YORKSHIRE CENTRE TIMES

ISSUE 104

New championship sponsor for Harewood Speed Hillclimb



Photographs by Whatnonegatives



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Chairmans letter

Easter and the first event of the year seems an age away as we prepare for this weekends May double header.

Many of you have been busy competing elsewhere during the long gap between our first events. We've not been idle either! The marketing team have perhaps most to show for their efforts, securing the support of OMS Racing for the Harewood Championship, aswell as numerous other sponsors, and preparations for the support activities for the May weekend.

Site improvements will be less prominent this year as we recover from the expense of resurfacing the track last year. However we are still striving to improve the flow of our meetings.

Many of you have come forward with suggestions, and I welcome any ideas. We have tried a different procedure for

shared cars without success and are now costing a double lane start access road to help the turnaround of shared cars and re-runs. We invested in another recovery truck to help our recovery crews but continue to look for further improvements—the wet conditions at Easter certainly gave us plenty of practice. I've even tested the Prescott recovery team in the interests of comparison!

I hope to see many of you for what should be an action packed weekend—rounds 2 & 3 of the OMS Racing Harewood Hillclimb Championship, the first visit of the Nicholson Maclaren British Hillclimb Championship, aswell as numerous side attractions

Tim

New championship sponsor for Harewood Speed Hillclimb

OMS Racing have stepped in as title sponsor for the Harewood Speed Hillclimb Championship for the 2005 season. The successful Yorkshire-based race car constructor will support the popular 9 round series based at Harewood hillclimb, near Leeds.

Steve Owen, managing director of OMS, said "we are delighted to support the Harewood championship. We have a strong following here and are keen to continue our long association with club hillclimbing at Harewood". OMS are in their 21st year of race car construction and supply race cars to suit most budgets.

BARC Yorkshire Centre Chairman, Tim Wilson was also "pleased to have a nationally recognised brand to support the best single venue hillclimb championship".

Harewood Marketing Activity

The marketing team have been working hard over the past few months on a number of initiatives.

In the last Times I penned an article on the dynamic Harewood Hillclimb website. Andy Sherratt has continued to enhance the site and added results, split times, photos and a race report from the Easter meeting.

You may have seen the new, brighter entrance and banners, the flags on the entrance road, the track maps and the banners on Quarry Straight. This was the brainchild of Mike Tate to brighten up the venue and make it more interesting. Mike has worked tirelessly on pulling this scheme together and getting the numerous parts manufactured. Wattle and Daub have helped with the installation. We hope you like what has been done.

Hopefully you have also seen the first programme by now and will notice a number of existing and new names amongst our sponsors, supporters and advertisers. We are grateful to Barnes Catering, Caterham Cars, ExxonMobil, Guyson International, KT Green, Knight Frank, MTA Systems, Nicholas Smiths, OMS Racing, Rensburg Invest-

ment Management, Simon Harrison Photography, SPA Training Development, and Whatnonegatives. Please do support these businesses, as they are supporting your sport. More advertisers and sponsors will be following for the next meeting.

Our main focus of attention is now the two May meetings, when the British Championship visits on the Sunday. Stephen Broscombe identified a local company called Sports Network Marketing to help us pull plans together to make the weekend special. Our aim is to include a "tented village" selling various items, a bouncy castle for the kids, a display by the Territorial Army and a classic car show. The aim is to attract more visitors to the venue and increase the number of spectators. If this proves successful, we may have similar events at the two day meetings during the year.

If you have any comments, suggestions or leads please have a word with any of the marketing team:

Stephen Broscombe
Dale Cordingley
Mike Haigh
Jonathan Medley
Andy Sherratt
Mike Tate

PHOTOGRAPHS REQUIRED!!

We are building up our historic records of Harewood on the website. If anyone has any photos from Harewood of the 60's, 70's or 80's please contact

Andy Sherratt at andrew@spa-td.co.uk.

A Big Thank you to all our other Sponsors

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struction as Class 5 Sponsor,
oops!



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Whatnonegatives

Harewood Speed Hillclimb Practice Day

by Steve Wilkinson

Sunday the 13th March 2005 and it was FLIP-PING FREEZING! Walking round the Paddock wasn't too bad but if you stopped at the brow of the hill to watch - BRRRRRRRRRRRRR! Mind you the sun shone throughout the day and the on-track action meant the cold was bearable. Instantly noticeable were a couple of additions trackside. Large straw bales lined the start area and the outside of Willow corner as part of the on-going Environmental Issues. Chairman Tim Wilson would in fact be meeting with the local Parish Council later in the day.

The usual suspects were all present whilst there were also a smattering of New Faces. With just one all new Racing Car present there was a distinct feeling of *deja vu*. James Blackmore had his latest OMS to play with. Delivered on Saturday it was a distinct shakedown day for the airline pilot. James has chosen one of Steve Owen's neat carbon fibre chassis into which he has had installed a 1500cc Powertek tuned Suzuki Hayabusa out of a Radical. The car looked and sounded great and should be a force to be reckoned with in this season's Top Ten Championship. Dave Banner had a 'new' car, the ex-Dave Oldridge spaceframe OMS, and the now 'Bannerised' car looked immaculate. It was also pretty quick for an 1100! Glyn Sketchley is once again having a season with his elderly Mark 1 Jedi-Nova. This is another immaculately turned out car and is well worth a close look in the Paddock. The final Racing Car was the Terrapin of Eric Close which has again sprouted a rear wing!

There was a clutch of Formula Fords, one of Harewood's success stories, in the Paddock. The Henson's, Andrew and Dean, were sharing the family's latest acquisition - the ex-Mike Moore Van Diemen RF85. Peter Whittle and David Lanfranchi had their RF87 whilst Mark Moran completed the Van Diemen line-up with his RF89. Bob Carrick was out again with his smart Reynard whilst the final Formula Ford was the Davies

Swift FB90. However young Steven was doing the mechanic's chores as father Alan is back in the hot-seat.

The Sports Libres were a bit thin on the ground and they nearly became thinner when Graham Midgley had an off in his OMS. Jim Naylor was again campaigning the venerable Mk 14 Mallock whilst Don Burt's YKC KRC completed the racing sports car's on view. There was a varied Mod Prod and Rally Car presence with the mighty E-Type of Hayden Spedding and Chris Mason leading the way. In the Kit Car realms most notable was the appearance of a co-driver for Bob Belterby. Bob has enlisted Geoff Pinkney - the son of his engine builder - and the youngster was flinging the petite Striker around for his first run, obviously a talent to watch.

There were plenty of Road Cars and Mike Geen had a 'new' Peugeot - a 205 Rallye. So as well as getting used to a new car he also had to get used to LEFT HAND DRIVE. The Warren clan and Iain Ball were again in evidence and driving with their usual devil may care attitude - well worth keeping an eye on! There were several very smart sports cars present, although how many will be doing the championship will remain to be seen, with the Ferraris and Porsches providing the glamour. There was one serious incident during the day which the ever efficient Harewood marshals dealt



*David Sykes sideways in the Esses
Photograph taken by Simon Harrison
Motorsport*

with quickly. The evergreen Ronnie Clayton managed to roll his TR4A at Clarks. Thankfully he was unhurt just 'frightfully embarrassed by the whole episode'. The TR was badly damaged and will take a lot of man-hours to fix.

As the day wound down it was time to look forward to another year of the Harewood Championship. With the changes seen today it should be another cracking year in the North of England's premier hillclimb series.

New Season By Richard Hargreaves

Hello everybody,

Well, winter is coming to a close and practise day looms.

Just passed my ARDS test on 17th February, so to the circuits I go! How long for, I don't know, probably frighten me to death in amongst a host of other cars! So a return to the hills could still be on.

Rumours abound about fresh cars on the hills this year, so the records could be about to tumble. Let's hope the weather is as kind to us as it was last year.

I tried a new Golf GTI the other day with Greta, what a goer!! The car I mean! The one we tried was a manual and what a lovely car to drive. They say the auto DSG version is even quicker. That makes it damn quick! **WANT ONE !**

The Escort will now have to be stiffened up suspension wise ready for circuit use, and a few little tweaks performed mainly to make sure it is reliable. I haven't decided which championship to enter as yet, but it will be either DDMC's Northern Saloon & Sports car Championship or BARC North West's Saloon & Sports car Championship, both are based in the North e.g. Oulton, Croft, Cadwell, Donington, Mallory and possible Knockhill, will keep you posted.

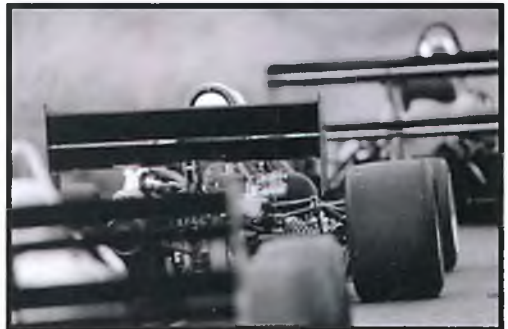
Look forward to seeing everyone soon, be it at Harewood or elsewhere.

Photographer Peter Cunningham is retiring this year, so will only be an occasional visitor to Harewood.

BARC Yorkshire Centre wishes him well in his retirement.

Apologies to Whatnonegatives for using their photo's without credit in the last issue of the Times.

Many thanks to them for the use of their photographs in this issue. All of which are available to buy on their website
www.whatnonegatives.com



It's Raining Men And Women by Peter Hamilton

Oblivious to this task on the day, your author's report is short on paddock anecdotes, but in a desperate search for inspiration and fired by a second passion (music not pornography!), the internet revealed that over 5,000 songs have been written with "rain" in the title. Harewood having done its worst on what winter-weary competitors all considered an indecently early start to the season, "rain" seems an appropriate theme. See how many related song titles you can spot and correct answers submitted on a post card to the editor may receive a small prize (not water) if received before we announce the answer in the next issue. Having proof read this, we can see clearly now that this was not such a good idea.

So it rained! This was not the usual hard rain and shine of Yorkshire, more a Lancastrian drizzle familiar to regular Pennine crossers, which left rainy day people happy, but little promise of rainbows. Worse than that, walking in the rain revealed that we had a "green track" with a light coating of paddock slime after more rain had fallen on yesterday's rain. Grip was sparse, but some guys have all the luck and we all knew that it can't rain all the time or were we chasing rainbows? As a clue, that's a remarkable eleven so far, but with apologies for the poetic licence, to business.

An MG seemed like a pretty good idea to anyone without a roof that Sunday, and the entertainment provided suggested that few MG owners would disagree. Despite the sideways lines explored and perhaps cautioned by a premonition of a scarcity in MG body panels, most drivers made it through the rain unscathed. Our own David Coulthard was masterful in his Midget, taking a three second win over Richard Froggatt in Class 15B and falling short of the class record by only 8 seconds, a measure of performance we might better judge some of our rain dancers by. The bigger class 15C MG cars

were inevitably slower, with Steve Moore victorious in his Maestro Turbo.

Walking in the rain? More like waltzing. Slip sliding away Scimitars cut little ice with the weather, but the ageing fiberglass stayed attached to the cars, even if tyres broke away and Paul Turnbull took his 3 litre version to a class win and another very respectable time as Fails blighted the class's second runs. A TVR must have felt just as unwieldy as a Scimitar in the conditions, but a well contested and consistent brace of runs each from Matthew Oakley and Stephen Dennis left the latter as class winner, his 3 litres proving easier to tame through the puddles than the 5.2 litre Griffith.

Class 1 for Road Modified Cars under 1400cc saw Matthew Pinder back in the faithful Nova, but losing out to Martin Rowe by a tenth as the French car reigned through the chats et chiens. The up to 2 litre class was superbly attended and contested, with Dyr Ardash getting to within 6 seconds of the class record and repelling the advances of David Marshall and Andy Geen. 2-0 to small French engineering then and little hope of an English muscle Jaguar win in Class 3 against some other fairly fearsome foreign invaders. Four wheel drive made all the difference, with Jonathan Mounsey driving with only the confidence that an EVO can give to take the class and get as close as anyone all day to their class record.

No one in the kit car classes arrived that day with a Dax, so it was RWD all round, and sometimes literally so. If an EVO made it look easy, a kit car looked fun and Robert Bellerby's first run was enough to fight off Henry Moorhouse as the conditions and times deteriorated for the up to 1700cc shoal. The bigger engined fish of Class 5 were headed, appropriately, by Roger Fish who scaled the hill in under 73 seconds in his Cyclone, making it a clean sweep for the imposters in these traditionally Locaterfield-dominated categories. Mike Smith suffered after a Farmhouse exiting tank-slapper turned into a roll on Quarry Straight and everyone was delighted to see

him exit the car shaken but not stirred, if far from dry, although his Stryker did look worse for wear.

The spring rain never really relented enough to encourage those drivers with tyre choices to opt



Emma Bennison in her Peugeot 205

Photo by Jon White

for slicks, but some were just lazy and left on what they brought! Philip Sturdy took class 6 by storm with a huge win in his Metro, 4 seconds quicker than class 7 winning Chris Wise, who tacked his lovely Escort RS up the hill to take a close win over Matt Downer's MkII. You'd have had to be crazy to drive an E-type up the hill on wets or slicks at this event, so Richard Spedding was in his element, the size of his win being one of the best of the day and his time no mean feat .. webbed feet?

No tyre selection dilemmas with the Formula Ford drivers, although direction posed the occasional question. Mark Moran had to dig deep in his second run to pip Ian Thomas's first, closing to head a class superbly contested over the first 5 places. Classes C&B for Mod Prod cars were merged with Stephen Robinson in his Westfield putting some clean air between himself and Philip Concannon's Locost.

The Sports Libre classes emerged as one, with the OMS of Graham Midgley heading Matthew Sutcliffe's Matador to prove the rain in Spain was actually all at Harewood. Most SL drivers chose to drop the option of a second run to avoid being left crying in the rain, but if these drivers were pleased to at least have covered wheels for a single run, the single seater crowd

was considering the sense in venturing out at all. John Chacksfield made it through the rain in a merged 600cc to 1100cc group, driven by beating himself in his OMS rather than the nearest competitor, Anthony Levitt who finished more than five seconds behind.

John's run was good enough for third FTD, but Steve Owen, it appears, is only happy when it rains. Showing the way to a class J full of his own creations, he beat the interloping and permanently slick-shod Speads of Peter Hamilton by just over a second to take second FTD. Tim Wilson came in third after losing his first run to the grass, fortunately leaving his rainbow wings unscathed.

But the rain king for the day was Trevor Willis. The



Peter Hamilton in his Speads

Photo by Whatnonegatives

MSA Championship contender kept well ahead in the rain and should have been over the rainbow with his result, a racing car time which got within 10 seconds of the 2 litre class K record, but an outright FTD time which left most in awe of his skill and commitment. The trip back to Aylesbury may have been a long one, but if the spring rain comes again at May's MSA round, no-one will be better prepared.

So, after the rain has fallen, let's not forget the rainy day people. Our marshals and organizers had their faces in the rain all day, watching fools in the rain, often make hay whilst the sun didn't shine. But it can't rain all the time and they deserve our thanks and their own day in the sun don't we all?

How many was that then?

Everything bar the kitchen sink!

by Dale Cordingley

When I decided to change from the Caterham to a single seater race car last year I thought that was the hard bit. Little did I realise all the extra bits required and the work involved!

After sharing James Blackmore's OMS at the second August meeting, I was hooked. I agreed to buy the car at the end of the season and sell the Caterham. I announced this decision to Sarah by text message whilst she was in Canada (its better having these difficult conversations this way). Not surprisingly this bit of news didn't go down well at all "why are you selling MY car" she said (and I thought it was mine)! Conversations were strained for a while, to say the least.

At the last meeting in September I put a "For Sale" notice on the toilet block wall (just for clarity this was for the car), almost as an afterthought. The Caterham sold for the asking price, so that committed us further and we bought the new racer.

So now I had a race car and no trailer to shift it (the current one was too small), so James lent me his Sprint Shuttle – this really looks the part. I sold my trailer and bought a bigger open one (making £150 in the process). The new trailer was then taken to Andrew Henson, over in Fleetwood, to have a covered enclosure made. This neat unit was tailor made to fit in my garage and saved me nearly £3k on a Brian James unit.

Then came all the little bits – battery charger, quick lift jack, new strapping points and chocks for the trailer, special oil, extra fuel cans, funnel, tyre brush, ground sheet, wet weather suits for each of us (a bit like overgrown baby romper suits), repainted side pods, new graphics etc, etc – the list goes on.

The car has a long cockpit and Sarah and me are not over endowed in the height stakes, so we needed to make some thick foam seat back inserts. Sheet up the car, insert a couple of bin liners behind the driver, mix up the two parts of foam liquids, pour in the bag and watch it grow! If you have an aching back, the heat generated is brilliant – we could have

sat there all day!

So we loaded up for the Easter event at Harewood, it seemed like we had everything bar the kitchen sink. How could we need so much stuff for 5 minutes worth of driving? Its perverse, you spend more on the car to go faster and yet you get less time on the track during an event and need twice as much stuff to do it!

Sunday morning dawned dull and wet. In the paddock we wheeled out the car and then started looking at what everyone else was doing – wets or slicks? Advice was mixed. I went with the majority and changed to wets and donned my romper suit (no hood on these single seaters). In the deal with James I managed to squeeze a set of wet tyres and wheels, little did I know that we would need these at the first event.



Photograph by Whatnonegatives

The help and advice from friends in Class J was great, with some quick fettling by the car's constructor Steve Owen. Will we like it? I think so!

So how did the event go? Well let's say the drivers left a bit to be desired! The teacher's report said "could do better"!

A little bird tells me that it was the 40th anniversary of Allan Staniforth's first event at the Easter meeting. Congratulations Allan



*Rob Buchan, using his vast marshalling experience demonstrates the incorrect line round Orchard Corner, for the benefit of the other pupils
Photographs by Mad Videos*

April Harewood



Driving School

One Last Race?

by David Coulthard

The weather matched the mood perfectly as we headed to Silverstone. The early April sleet dulled the headlamps and obscured the wind-screen, causing the motorway traffic to slow to a crawl, as a gloomy dawn broke across Northamptonshire. The radio news was blanked coverage of MG-Rover's plunge into financial meltdown. No MG-Rover, no 'Works' race team. No 'Works' race team, no rent-a-race car for me.

Car production at Longbridge had stopped the day before, as the factory ran out of parts when suppliers ceased deliveries due to lack of repayment. As we approached the circuit, the car transporter used to deliver the race cars headed north on the opposite carriageway. Was it still loaded with cars? Had the driver been instructed to return to base, as the delivery company wasn't going to be paid? Even if I had a car waiting for me, would the team's mechanics be there, or had they already been made redundant?

We arrived at Silverstone, a featureless place even on the best of days, which makes Scamonden Dam hillclimb seem warm and welcoming. Today certainly wasn't "the best of days"... Tumble weeds chased snow flakes across the desolate paddock, driven on by a biting wind. Somewhere in the distance a dog howled, whilst the bell above Stowe School tolled mournfully. The Grim Reaper stood in the Scrutineering Bay sharpening his scythe, ready to claim Britain's last volume car manufacturer and along with it, my brief racing career. Through the gloom, I could just make out mechanics, shuffling through the snow, mobile phones stuck to frozen ears, desperate for news from colleagues back at the factory. Beyond them in the garage was my race car. The relief was palpable. Let's go race some cars!

The MG Car Club's first meeting of the season included a twenty minute all-comers race, in which I was entered with my MG ZR saloon.

Primarily aimed at two driver cars, single drivers (like me) were required to perform a dummy thirty second pit stop during the race, to simulate a driver change. Qualifying went well and team 'Red Bill Racing' as I had become known (do they have me confused with someone else?), lined up fourth on the grid.

The early morning sleet had cleared, but whilst we waited in the Assembly Area, a gentle drizzle began to fall. With no time to change tyres from slicks to wets, the opening laps were going to be interesting. Slicks are OK during a light shower, but they do need to be warm to generate any grip in such conditions.

Unfortunately, the green flag lap was reeled off at a snails pace, too slow to get any warmth into the icy cold rear tyres. The red lights flicked on, then off (no green lights these days!). My front tyres slipped a little, then bit and we took off at a fair old pace. However, it wasn't as fast as the 4.2 litre E-Type on the row behind. He blasted through from 5th on the grid to snatch 3rd. We approached Copse Corner for the first time and I turned for the apex. Almost immediately, I felt the rear of the car slide from under me. I buried the throttle in an attempt to pull the car straight, but it was too far gone and I span through 360 degrees on to the tarmac outfield. (Fortunately, Formula 1 prefers tarmac run off to gravel traps these days!). As I fumbled for first gear, the whole pack roared past. Time for a heroic drive through the field, me thinks!

After a couple of attempts, first rather than third gear was duly selected (why does the gate on the gearbox always move an inch to the left after a spin?) and I set off in pursuit. By the time I reached Maggots, I'd caught the last car of the train, just as an MGF pulled off into retirement with a broken CV joint. Club Straight saw a Metro and two MGB's despatched, and I ended the first lap in 9th place, just 13 second behind the leader, a highly modified Midget. Lap 2, and the slicks were starting to come

up to temperature, so I could press a little harder. Cross off two more MGB's. The leader was now a very rapid TR6.

Laps 3 and 4 were used to close the gap on the ZR ahead of me. With the drizzle easing a little, lap 5 saw what would be my fastest lap of the race, as a Midget and an MGB pitted. Lap 6 saw the leader and 4 other cars pit, so I crossed the line in 5th place. By lap 8, the pit stops were coming thick and fast, and I was up to 2nd. However, I was still behind the other ZR, who was now leading. As I pressured him into Maggots, he locked his rear tyres and the car slewed into a half spin. I slipped by and into the lead of the race. At the end of lap 9, I had a gap of 6.2 seconds over the other ZR. I pushed as hard as I dare to open up the gap to eight seconds by lap 10. For two glorious laps, I led a race!

My pace slowed a little as the drizzle became rain on lap 11. Baulked slightly by an MGB on my 'in' lap, I pitted and relinquished my lead. The pit lane marshal held a stopwatch to my window, so I could see how long remained of my 'pretend' pit stop. Clearly, the watch needed a new battery as 30 seconds seemed more like a minute. My technician fussed around the car as I waited, adjusting tyre pressures, before a rally-style "5-4-3-2-1" countdown saw me on my way, in a flurry of wheel spin.

Headlights ablaze, I burst from the pit lane and into the thick of the pack. I was fifth with about six minutes of racing left.

As I crossed the start/finish line, I could just see him heading for the pit exit road. As I rounded Copse, we were door-handle-to-door-handle. Fortunately, I had the inside line for the jink left on the entrance to Maggots. The other car braked and dutifully dropped in behind me. For the next three laps, we circulated with no more than half a second between us. On lap 15, he out braked and passed me into Brooklands, only to run wide in Luffield, allowing me to retake fourth position.

On the penultimate lap, once again I was baulked by a slower MGB on the entry to Brooklands, and the ZR slipped by once more. As we started the final lap, my only hope was to take a tight line out of Luffield and out drag him into Woodcote and across the finish line.

With inches between us, we exited Copse and headed for Maggots. We braked in unison and a puff of smoke emitted from his locked rear tyres. The ZR repeated his lap 8 pirouette and headed for the grass. I slipped by and back into fourth place, for an easy run to the finish line. Better still, the results confirmed I was first in class. Yes!

But as the adrenaline ebbed away, so did the euphoria. My race car was driven onto its transporter and the door slammed close behind it.

Had I just had my last race?

HAREWOOD MARSHALS ASSOCIATION

Not competing?

Why not join the Harewood Marshals Association?

You're guaranteed a friendly welcome by all our regulars

See all the action from the trackside

Interested? then contact.....

Chief Marshal: Mike Shorley on 01977 780035 (evenings) or HMA Chairman: Keith Davison, The Sidings, 7 Caister Close, Greenacres, Birstall, West Yorkshire, WF17 9QY e-mail: keith.davison@btinternet.com

Trophy Lives by Peter Herbert

If a motor club's magazine is its life- blood, trophies form its umbilical cord. A link between the present, the past, and the future.

Each year a number of such awards are competed for by "Yorkshire Centre" members through their daring endeavours against the clock up Harewood Hillclimb. Others are bestowed, on a discretionary basis, upon those who shine in organisational, marshalling, or other capacities. But to most these trophies are just names.

So who were Richard Sutherland, John Bindloss, Ron Hudson, and Brownlow Peabody? In this the first of a series of revealing articles you are about to find out:

Born in Knaresborough, Richard Sutherland joined the BARC in 1960 and began competing in speed events at the wheel of an Mk1 "Fogeye" Sprite.



Richard Sutherland

Early Sixties small capacity sports and saloon classes were dominated by Sprites and Minis, and the pace setters were powered by motors modified by Speedwell, the London based tuning company run by partners Graham Hill and George Hulbert.

As now, professional engine building did not come cheaply, and Richard's modest income from the magazine and fruit round run with girlfriend Jenny for local hospitals did not allow for such luxuries. So using parts from scrap yards and a natural engineering flair he modified his little Healey to such effect that it became the car to beat in northern sprints, hillclimbs, and driving tests.

allow for such luxuries. So using parts from scrap yards and a natural engineering flair he modified his little Healey to such effect that it became the car to beat in northern sprints, hillclimbs, and driving tests.

Sutherland progressed to circuit racing with further Sprites, and was 1967 and 68 Northern Modsports Champion, 1970 S.T.P. National Modsports Champion, and runner up in the Freddie Dixon Trophy of that same year. Quite clearly here was a rare driving talent, and "Autosport" observed that he was "excellent Formula Three material".



The Sutherland Fogeye entering Farmhouse during the 1962 inaugural Harewood meeting, beaten on this occasion by Jimmy Johnson's Sprite

Richard's engineering talent did not go unrecognised either, and he was invited by Ken Lee to work at Team Speedwell Yorkshire. From there he joined MG specialists Naylor Brothers as a partner, before moving south to Leicester to work for Langrop Engineering.

But the call of Yorkshire was too great, and in 1972 Richard returned to open his own engineering business in Victoria Street in Leeds, and settled down to family life with now wife Jenny and three children. By this time he had established himself as a fine race bred mechanic, and a ready humour and helpful attitude endeared

him to all he came in contact with. Moreover, a favourite remark of " if in doubt 'it wi' a big 'ammer" belied much respected skill.

However, the track still beckoned, and with his friend Peter Davey he bought a Chevron B23 sports racer.

Richard Sutherland died a long way from home. On Sunday 13th June 1976, in only his fifth race in the Chevron, and his first on the continent, he took the lead in an event at Zolder in Belgium. Having pulled clear of the rest of the field, on the 13th lap he came up to lap the Gropa V8 of Colin James. What happened next is not entirely clear but it would appear that the Chevron and Gropa made contact, both cars were sent into the Armco, and Richard died instantly.

In his honour the Richard Sutherland Trophy is awarded to the competitor, of those running Road Modified Saloon and Sports Cars up to 1400cc, 1400 – 2000cc, and over 2000cc, who performs best relative to the prevailing Harewood class record each season, thus recognising Sutherland's early devotion to entry level sports cars. This award currently, and quite appropriately, sits in former hill champion Mike Geen's Harrogate trophy cabinet.

The story behind the Ron Hudson Memorial Trophy is very different to that of Richard Sutherland, but no less tragic.

Ronald Hudson was a school friend of a number of West Riding based enthusiasts who, in the Fifties and Sixties, became deeply involved with Yorkshire motor sport. Through great friend Gordon Chippindale he first entered the world of motor racing by helping with Gordon's Formula 3 Cooper 500. Then, when Chippindale turned to rallying, Ron navigated the former's Jaguar XK120 with some success.

However, the Hudson forte was organisation, despite making the odd appearance behind the wheel of a Sunbeam Rapier in club autotests and trials, and marshalling and observing led him to becoming secretary of the North Eastern section of the

British Motor Racing Marshals Club.

Sadly it was his occupation rather than motor sport that led to Hudson's early death. Ron worked in the family business of Irvine Hudson, a company that manufactured shuttles for looms in the cotton and woollen industry. He travelled extensively in order to market and sell these products, and it was whilst in Sweden that he contracted a rare virus. Two and a half years later, after bravely fighting a long illness with great fortitude, he died at the age of just 33 years, and right up to the very end of his life a love of motor sport brought him regularly to Harewood to marshal and observe at Yorkshire Centre events.



Ronald Hudson at his wedding to Jillian Stroud

In memory of this quiet and unassuming man his friends, led by school colleague Tony Hodgetts, initiated a trophy in the form of silver cigarette box to be awarded each year to the marshal who has shown the greatest dedication to duty.

With every respect to the current worthy holder of the trophy John Goldsborough, I am sure nobody would disagree that the most notable recipient was John Fox who, before one Sunday in July 1971 at Brands Hatch, was but another dedicated yet anonymous weekend marshal looking after much better known competitors through simple love of the sport.

On lap 15 of the Rothmans World Championships Victory race, Jo Siffert lost control of his Yardley BRM P160 and crashed into the bank at Haw-

BRM P160 and crashed into the bank at Hawthornes. The Formula One car exploded in flames on impact and came to rest in the middle of the track as 20 gallons of high octane petrol fuelled the conflagration. Following drivers could only stop their cars and watch in horror and helplessness as marshals attempted bravely but hopelessly to extinguish the blaze. One of those marshals was John Fox, and at least three times he dived into the flames, protected only by the silver fire suit of the time, to try to save poor "Seppi", before himself being overcome by fumes. One can only imagine Fox's despair as he sat hopelessly on the grass banking afterwards gazing at the charred remains of a once great racing car and its fine driver.

For his outstanding dedication and bravery John, a regular at Croft and Harewood, was awarded the Hudson Trophy. Yet, understandably, motor sport was never quite the same for him again.

Not everyone drawn to motorsport has aspirations to take part. Many take great pleasure from merely watching and lending the occasional hand if needed. Such an enthusiast was John Bindloss, and as a consequence very little is known of him. Yet he appears to have made an impression, to the extent that a most distinctive trophy, comprising a silver helmet with driving gloves draped across the crown, is awarded each season to the most promising hillclimbing newcomer in John's name. Currently it lives with Simon Medley in Otley who has shown good pace in his Caterham Seven.

Former British Hillclimb Champion David Hepworth is thought to have instrumented the award, presumably in memory of Bindloss, but this is uncertain, so if you recognise his photograph do write to the editor with any information.

.....and as for Brownlow Peabody, well that's another story.



John Bindloss – fourth from left in tie, jumper, and white trousers, helping at Harewood to extract David Harrison's Cooper Buick from the fencing on the entrance to Quarry

My thanks to Club Archivist John Holroyd for his photographs and invaluable help in the research for this article, and to Tony Hodgetts for his recollections of Ron Hudson

Obituaries

Mark Cummins a popular member of Harewoods Formula Ford contingent, died 1st March 2005, age 47 following a massive stroke.

BARC Yorkshire Centre would like to extend sympathy to his wife Margaret and their two grown up children.

Rhys Howells who was tragically killed in testing at Llandow circuit on 26th April 2005, had been entered to run at Harewood May weekend.

BARC Yorkshire Centre would like to extend sympathy to his family.

The Yorkshire Centre owes **Bill Varley** a huge debt of gratitude. If it was not for Bill's professionalism and sound advice the Harewood Hill Climb, as we know it today, would not have endured.

Bill, in a twenty page paper on his involvement with the Centre and Harewood, heads the chapter on his joining the centre in 1958 with these words of *Keats* "What men or Gods are these What mad pursuit?" This I think sums up the Centre in those far off days when nothing was beyond reach. Bill and his wife Margaret were enthusiastic members of the Centre and rarely missed a club night or such events as the Sleuths Mug, or the Night Money Puzzle. This was rewarded by their winning the Chippy - Lola Vase on two occasions and being runner up on many more occasions.

Bill also made many erudite contributions to the Centre Circular on such diverse topics as Supercharging, Suspension Characteristics, Dampers, Yorkshire's Motorway Bridges (many of which he took a hand in designing) and OS Mapping to mention but a few.

But it is the design and construction of Harewood that Bill's legacy to the Centre will always be remembered. Bill was, by profession, a Civil Engineer with West Riding CC Highways Department and his advice was sought from day one on the project. Bill was responsible for every aspect of the construction from the surveying of the course, its gradients, radius of the corners and the layout of the new section below the farm house. He also planned the drainage to cope with the many natural springs on the hillside and wrote the specification for the works, priced it [£7415], and prepared the tender documents. Then, as much as his professional duties, would allow acted as Clerk of Works.

It was his sound advice, in the first instance, to spend the bulk of the budget on the ground works and foundations and to make do with a Tar and Chipping surface for the first few years that has stood the Centre in such good stead as the works he undertook in 1962 have not needed attention and have now been resurfaced on many occasions. All this at a total cost of £6820. Bill sums up his thoughts on this time with a quotation of *Marcus Aurelius* - "We are all working together to one end, some with knowledge and design....." Bill certainly was the one with the knowledge and design.

To Margaret and his family the centre and all his friends extend their deepest sympathy

From the Archives.....

1955 Report by Harry Mason

THE CENTRES

Yorkshire Centre

WITH a larger programme than ever, the Centre has been very active throughout the past season. Entries generally have been higher than before and many new names have appeared on the lists. The monthly Club nights have been continued with great success and good attendances, those during the summer months being prefaced by short road events of the clue-solving, treasure-hunt type and those in the winter being enlivened by indoor social activities whenever possible.

In addition to the Club nights, a series of excellent motoring film shows was presented during the winter months by the Centre's hard-working Competition Secretary, Mike Wilson. Also very popular, particularly as regards keeping members in touch, have been the monthly circulars containing results, details of events and many items of interest. These are now issued in printed form in lieu of the original duplicated sheets.

Centre members have earned our admiration for their achievements in international events during 1954. Among others, there are Reg Phillips, of Sheffield, who won his class in the Tulip Rally; Arnold Burton, of Leeds, and Henry Burke, of Ilkley, who gained a class win and a Coupe des Alpes with their privately-entered Aston-Martin in the Alpine Rally, and L. S. Stross with co-driver Keith Pointing, both of Leeds, who took the highest place for a British car on the Liege-Rome-Liege Rally. This, incidentally, was their first overseas rally.

We put on record, too, our sincere congratulations to the North-Western Centre on winning the War of the Roses Trophy this year. We like to see these things change hands occasionally and, whilst sorry to lose the trophy, we share their pleasure as they have been struggling good-naturedly to wrest it from us since their last win in 1937.

The lack of an Inter-Centre Rally this year was a disappointment and we hope that something can be done about organizing this popular event in the coming season.

As will be seen from the results, there has been an addition to the Centre's trophies, in the form of the Chippy-lola Vase. This handsome piece is for the best performance by a husband-and-wife team, marking being on a points basis applying to all events during the season. The donor was Mr. L. S. Stross and the first winners Mr. and Mrs. T. A. Smith.

The popular Scarborough Rally on the 22nd May was blessed with good weather and a most encouraging entry despite an unfortunate clash when the L.A.C. altered the date of their Morecambe National Rally. The Wilson Trophy on the following day justified its position as a B.T.D.A. Gold Star event by providing plenty of mud and ensuring considerable loss of marks by most competitors. Bert Cryer's idea of holding the whole trial compact in the valley near Levisham was a great success, in fact the only disappointing feature was that the trophy itself went South for the first time. Congratulations, nevertheless, to winner Rex Chappell.

Continuing the policy of running the Greenwood Cup as a standard car trial proved to be a wise decision. The finish found no clean sheets (or clean cars) and a good day was had by all. This type of event seems to be gaining in popularity, as also does the autocross, judging by the enthusiasm for the Centre's first meeting in July. All being well there are to be two autocross meetings during the 1955 season.

H. C. M.

(continued overleaf)

YORKSHIRE CENTRE (contd.)

Results of 1954 Events

THE CHIPPY-IOLA VASE:

Mr. and Mrs. T. A. Smith.

THE PEARCE TROPHY: M. S. Wilson.

Runner-up—R. L. Haley.

Consolation Award—G. A. M. Baxter.

ALL FOOL'S RALLY, 27th/28th March:

1st—K. N. Lee; 2nd—H. C. Mason;

3rd—A. Stross.

Best in Class 2—J. H. Burnhill.

Best in Class 3—J. D. Scott.

First-Class Awards—D. G. Gray, R. W.

Cawthron, E. O. Jackson, T. A. Smith,

J. S. Ramsbottom, R. Williamson.

Novice Award—G. H. Brown.

Team Award—H. C. Mason, A. Stross.

D. G. Gray ("The Ostrich").

Special Award—M. H. Whaley.

SLEUTH'S MUG, 2nd May:

1st—J. Ramsden; 2nd—M.G. Briggs;

3rd—M. S. Wilson.

SCARBOROUGH RALLY, 22nd May:

1st—A. J. Burton; 2nd—P. H. Dickinson;

3rd—D. A. Walker.

Novice—Miss D. L. Iltingworth.

Team—P. H. Dickinson, K. A. Scales, Mrs.

S. J. Fleetwood ("Yellowbellies").

Class 1:

1st—A. Richardson; 1st—A. Slater;

2nd—K. A. Scales; 2nd—E. Batte;

3rd—P. R. Bolton; 3rd—S. Hitchen.

Class 2:

1st—D. Butterwick; 1st—D. G. Gray;

2nd—D. P. Walton; 2nd—J. A. Stokes;

3rd—E. L. Yardley; 3rd—T. R. Clapham.

Class 3:

1st—D. J. B. Brown;

2nd—T. A. Smith;

3rd—J. W. Swaby.

WILSON TROPHY, 23rd May:

1st—R. Chappell; 2nd—J. S. Jenkins;

3rd—M. R. B. Cannon.

Best in Class 2—J. Rayner.

First-Class Awards—P. S. Hughes, J. D.

Ackemley, G. Newman, A. D. Alldred.

Team Award—R. Chappell, M. R. B. Cannon,

G. Newman ("The Southerners").

CLUB NIGHT PHOTOGRAPHIC TREASURE

HUNT, 1st June:

1st—E. I. Appleyard; 2nd—M. M. Roberts;

3rd—H. C. Mason.

CHAIRMAN'S EVENT, 20th June:

1st—A. G. M. Kellert; 2nd—L. S. Stross;

3rd—G. S. Osley.

CLUB NIGHT PUB CRAWL, 6th July:

1st—M. H. Whaley; 2nd—R. L. Haley and

W. A. R. Crowther (tie).

AUTOCROSS, 11th July:

(Jointly with Yorkshire Sports Car Club—

B.A.R.C. members marked *)

F.T.D. J. Blumer*

Class 1:

1st—R. W. Curzon; 1st—D. Butterwick*;

2nd—W. L. T. Winder* 2nd—G. R. Booth;

3rd—J. H. Mather.* 3rd—K. A. Scales*;

Class 3:

1st—J. D. Scott*;

2nd—M. Wilde*;

3rd—E. L. Yardley*.

Class 4:

1st—J. G. Tooth;

2nd—A. Whitaker*;

3rd—S. Hitchen*.

Class 5:

1st—L. S. Stross*;

2nd—C. L. Russell*;

3rd—E. F. Batte*.

Class 6:

1st—N. H. Coates*;

2nd—W. B. Brigham*;

3rd—W. L. T. Winder*.

GYMKHANA, 25th July:

1st—R. Williamson; 2nd—D. A. Walker;

3rd—H. C. Mason; 4th—E. I. Wilton.

Lady—Mrs. D. A. Walker.

TEST TRIAL, 22nd August:

Open Cars:

1st—A. G. M. Kellert;

2nd—R. L. Haley;

3rd—A. F. Riddell.

Special Cars: 1st—T. A. Hill.

4th—A. Hudson.

CLUB NIGHT HISTORICAL TREASURE

HUNT, 7th September:

1st—P. B. Townsend; 2nd—L. S. Stross;

3rd—J. M. Rycroft.

ANNUAL GOLF CLUB COMPETITION,

8th September:

1st—G. A. Roff; 2nd—E. I. Wilson;

3rd—M. Tordoff.

LADIES' EVENT, 19th September:

1st—Miss D. L. Iltingworth;

2nd—Mrs. I. Y. Swaby;

3rd—Miss H. Ramsden.

GREENWOOD CUP, 17th October:

1st—K. N. Lee.

Best in opposite class—L. S. Stross.

First-Class Awards—C. N. Austin, W. L. T.

Winder, T. A. Smith, M. Tordoff.

Novice Award—C. R. Monkman.

Team Award—K. N. Lee, L. S. Stross, J. T.

Scott ("Shy Tots").

WAR OF THE ROSES, 21st November:

(Shield won by North-Western Centre)

Yorks Team:

Open Class:

1st—M. S. Wilson;

2nd—M. M. Roberts;

3rd—J. D. Scott.

Closed Class:

1st—G. M. R. Pearson;

2nd—M. H. Whaley;

3rd—Mrs. Y. B.

Jackson.

NIGHT MONKEY PUZZLE, 27th November:

1st—A. J. Burton; 2nd—G. R. Munkman;

3rd—D. J. B. Brown.

Calendar for 1955

Club Nights: First Tuesday in the month

(August excepted).

Mar. 26-27—All Fool's Rally (C).

Apr. 3—Sleuth's Mug (C)

" 24—Hill Climb (C).

May 8—Chairman's Event (C).

" 22—Autocross (C).

June 4—Scarborough Rally (R).

" 5—Wilson Trophy (R).

" 19—Test Trial (C).

July 3—Hill Climb (C).

" 24—Gymkhana (C).

Aug. 7—Autocross (C).

Sept. 11—War of the Roses (C).

" 25—Ladies' Event (C).

Oct. 16—Greenwood Cup (C).

Nov. 26—Night Monkey Puzzle (C).

Officials: Chairman: C. D. Wilson. Hon. Treasurer: R. L. Haley, Moorlands Villa, East Bierley, Bradford (Tel. Dudley Hill 633). Hon. Secretary: S. G. Hainthwaite, Castle Hill, Hardey, Nr. Leeds (Tel. Coalingham Bridge 493). Hon. Events Secretary: M. S. Wilson, Silver Royd House, Leeds 12 (Tel. Leeds 63-8392).

Committee: G. A. M. Baxter, H. H. Coyer, F. G. Davis, P. B. Eastwood, H. Firth, A. L. Grunwell, E. V. Lewin, H. C. Mason, G. A. Roff, J. M. Rycroft, J. D. Scott, M. Tordoff, M. H. Whaley, R. A. E. Wilson, G. Wood.



*"Come to Oulton Park trackday Mike, what's the worst that can happen"
Saturday Oulton Park, going into the chicane, back end lets go Mike hits the tyres and
flips, fortunately both driver and passenger OK
Photograph by Malcolm Pinder*



*Pat Kenyon picking up her HSA Special Award.
Taken at November's HSA Luncheon the award was presented by the outgoing
HSA Chairman Ben Boulton.
Photograph by Steve Wilkinson*

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Single Seater
ZZR on carbs
Fully re-furbished
with many new parts
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display car, cheap.

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jean.green@britishlibrary.net

Rover K-series VHPD head – new

Genuine new and unused - VHPD bare head,
with cam carrier. One of these heads deliv-
ered 203bhp with a small amount of porting
on my 1600 Caterham engine. New heads
like this are pretty rare and are excellent for
creating a powerful engine.

Racing Boots

Yellow / black, Sparco Puma
Long ankle racing boots, still in box
Size 9 (43)
£46 (rrp £65)

Blue RSR Long ankle racing boots
Size 6
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Caravan

2/4 berth

awning

good tyres

ready for the new season
offers around **£500**

Contact Pat or Brian Kenyon on
0114 234 0478 or 0114 285 1114

ITG Air filter - new

New and unused (still in wrappers) ITG Meg-
aflo (black and red) box type airfilter model
JC50 with separate mounting backplate.

The filter is 440 mm (w) x 150mm (h) x 210
mm (d). The backplate is for Caterham 7 k-
series with direct to head throttle bodies.

These items cost **£125 new -**

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Tyres

Pair of Bridgestone RE720's 205 x 50 x 15",

were new last season. Scrubbed to around 4mm and only covered about 50 miles since new.
Ideal for road, sprinting and hillclimbing.

£45 the pair

Contact Dale Cordingley on 01943 874183 (h) or 07802 217353 (m)

Harewood *Speed* Hillclimb

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Item	Size Available	Price	Size Required	Quantity	Total Price
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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			
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Please make all cheques payable to BARC. Adding £2.50 P&P, if ordering only BARC patch and/or stickers, add 50p P&P.

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

BARC

YORKSHIRE CENTRE COMMITTEE 2005

Useful telephone numbers and e-mails

CHAIRMAN

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TREASURER

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Martin Baker

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Dale Cordingley

e-mail: dale.cordingley@btinternet.com

VICE CHAIRMAN

Richard Hardcastle

MARSHALLING

Tel: 01977 780035

Mike Shorley

e-mail: mshorley@hotmail.com

COMMITTEE MEMBERS

David Clay
David Dalrymple
Graham Wride

Simon Clark
Peter Whittle



2005 Meetings

Meeting	Date
PRACTICE	13 March
SPRING NATIONAL	27 March
HAREWOOD OPEN	14 May
MAY MSA CHAMPIONSHIP	15 May
JIM THOMSON TROPHY	5 June
MSA CHAMPIONSHIP	2/3 July
MONTAGUE BURTON TROPHY	7 August
SUMMER CHAMPIONSHIP	28 August
GREENWOOD CUP	17 September
MIKE WILSON MEMORIAL	18 September

For full details see your 2005 Regulations booklet
or contact your Entries Secretary:-

Jackie Wilson
17 Centuria Walk
Salendine Nook
Huddersfield
West Yorkshire, HD3 3WP
or preferably by e-mail:-
wilson.harewood@ntlworld.com

Tel: 01484 318123

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HAREWOOD HILLCLIMB DATES

APRIL - JUNE 2005