



READY, STEADY...

APRIL - MAY 2006

YORKSHIRE CENTRE TIMES

ISSUE 108





2006 Calendar



Meeting	Date
PRACTICE	26 March
SPRING NATIONAL	16 April
HAREWOOD OPEN	13 May
MAY MSA CHAMPIONSHIP	14 May
JIM THOMSON TROPHY	4 June
MSA CHAMPIONSHIP	1/2 July
MONTAGUE BURTON TROPHY	6 August
SUMMER CHAMPIONSHIP	27 August
GREENWOOD CUP	16 September
MIKE WILSON MEMORIAL	17 September

For full details see your 2006 Regulations booklet
or contact your Entries Secretary Jackie Wilson
Tel: 01484 318123 or email:- wilson.harewood@ntlworld.com

www.harewoodhill.co.uk

Chairmans letter

So the season is underway and it was good to see many of you again at Practice Day. With my car still in the garage, I had chance to look around the competition - some of you have been busy!

Hopefully you will have noticed a few changes at Harewood aswell. We have put a lot of effort and expense into a variety of improvements and I have mentioned some of these in a separate article.

We can now look forward to Easter and the first round of the Richard Alexander Volkswagen Harewood Speed Hillclimb Championship. We are delighted to have a new sponsor, especially one so keen to get involved in the sport. Richard Alexander will be entering a car at each event and have already selected the drivers in a competition open to all their staff.

The championship remains unchanged again, including the entry fee! This means that awards will be given to the top 10 rather than class winners -we tried the latter in 2004 but it was agreed to revert to the original awards at a competitor's forum. We are always open to other ideas though!

You may have noticed a change to the class structure in the Regs booklet. Unfortunately, competitors with National B licences will no longer be able to run in classes A to L at events with a National A permit (16 April, 14 May, 1/2 July and 17 September). I haven't enough space to explain the ins and outs of permits here, but it is a requirement of the MSA permits not a 'Harewood rule!' We hope the provisions we have made for those with B licences will still allow you to enjoy the competition and score championship points as normal. Again, if you have any ideas or need an explanation, please let me know...assuming you have enough time, of course!

One final point - beware, if your ideas are too good, you'll be seconded onto the Committee in no time at all. Seriously, we are always on the lookout for competitors or marshals to boost the Committee or help out on one of our working groups, either looking at new marketing ideas, venue improvements or timing / results systems. Give me a call if you are interested.

Best wishes to you all for the new season

Tim

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RICHARD ALEXANDER VOLKSWAGEN AT FULL THROTTLE

Mark Schietaert, 26 from Huddersfield and Rob Homes, 32, from Harrogate beat thirteen other hopeful Richard Alexander employees to compete at Harewood this season.

Richard Alexander Volkswagen was asked if they would like to enter a car after becoming the 2006 championship sponsor for the Harewood Hillclimb. The dealership initially invited participants to express their interest. Those who did were asked to fill out an application form. Fifteen of these were chosen to compete in a karting evening, hosted by PPIK, Leeds with a guest appearance by Scott Medley, the British Karting Champion. The final two were chosen not only on time but their skill and handling of the car.

Both Mark and Rob attended Practice Day on Sunday 26th March at Harewood after being kitted out with race suits and helmets. Both performed really well and managed to improve their skills as well as their times throughout the day, getting down in to the low 70's.

Mark and Rob wish to thank everyone at Richard Alexander Volkswagen and the Harewood Hillclimb for their practice session and they look forward to the year ahead. Mark was very complimentary of Practice Day, "What a day to remember! If the rest of the season is like today I think it will be hard to remove the smile from my face! In particular, I would like to thank Dale and Sarah Cordingley fellow competitors at Harewood and Emma Osborne Marketing Executive at Richard Alexander for their massive support and to everyone else who has made this once in a lifetime experience possible."



The whole team at Richard Alexander Volkswagen look forward to the forthcoming racing season and hope that the sponsorship of the Harewood Hillclimb will be successful. Richard Smith, Managing Director of Richard Alexander Volkswagen, said "To all the participants in the forthcoming season, I wish you all the very best in competing and I look forward to getting to know everyone associated with the Harewood Hillclimb as the year progresses."

If you require more information on Richard Alexander Volkswagen speak to one of their friendly sales advisors at their Leeds branch by calling (0113) 3827 600 or you can visit their website, www.richardalexander.volkswagen.co.uk.

To find out more about the Harewood Hillclimb, log on to the website, www.harewoodhill.co.uk.

MEET "WATTLE AND DAUB"

by Jean Green

You may have noticed the name "Wattle and Daub" in your copy of "The Times" and wondered what it's all about?

"Wattle and Daub" (W&D) was the name chosen by John Green, Richard Spedding and David Dalrymple when they decided Harewood would benefit from a bit of TLC. They considered "Bodge it and Scarper" but didn't think it gave much credibility to what they were planning to do. All had some spare time to give, David and John retired and Richard bunking off from college (I suspect!) so they acquired a couple of mowers and a strimmer and started work.

"Directorships" are awarded to all team members as the barn only has an executive dining room and one fan heater for the winter. The original directors have been joined by Mike Shorley, John Simon, Ronnie Clayton, Peter Walker, Stephen Broscombe and John Hawthorn.

- David is the Secretary of the Meeting at Harewood events and a member of the BARC (Y) Committee. He is also the Paddock Marshal at the Drivers School.
- John G competes in his Jaguar or JPR. He does occasional commentary work for BARC (Y) and Barbon Manor and instructs at the Harewood Drivers School.
- Mike is Chief Marshal at Harewood and regularly marshals at other motor-sport events. He is a member of the BARC (Y) Committee.
- John S is a marshal at Harewood events, including the Drivers School, and at other venues.
- Ronnie competes in his TR4 and is an active supporter of VSCC events.
- Peter is a marshal at Harewood. Both he and his wife Daphne are Driving School marshals.
- Stephen competes at Harewood and Barbon in his TVR and marshals at both. He is also a member of the BARC (Y) marketing sub-committee.

- John H is yet another Harewood marshal.

Major projects have included painting the Armco barriers, likened to a "Forth Bridge job", painting and maintaining marshals huts, re-fitting the breakdown truck with equipment suitable for recovering cars which have lost their wheels. This winters big project has been re-furbishing the new time-keepers caravan.

The weather often dictates what they do, last year the high winds meant shutters on the various huts had to be re-built and replaced and the commentators hut roof retrieved from the paddock and re-fitted. Much of their time during the season is taken cutting the spectator paths which give access to the many viewing points around the track and strimming the areas around the spectator benches.

The electrics on the hill are looked after by Richard Hardcastle, the Club's Vice Chairman. W&D often help Richard with this work. Some of the larger projects are contracted out e.g. paddock grass cutting, track cleaning, gravel trap re-filling and Armco replacement. For most of these jobs heavy equipment is needed and Harewood is fortunate to have a number of local skilled contractors who can be relied upon to do a good job.

I have been unable to work out the average age of W&D members but it could be in the mid 60's so they occasionally have jobs to do where they need some support from younger, though not necessarily fitter, people. "Putting the hill to bed" and getting it ready for the first meeting is one of such activities and W&D thank all those who come along to the working parties to help.

So why do they do it? They tell me they enjoy the company, it's rewarding to see the hill looking good during the season, the wildlife is wonderful and it keeps them fit. I hear they occasionally have a picnic on the patio in summer, so it's not always hard work.

If you would like to get involved please let a member of W&D know and leave a telephone number or email address where you can be contacted.

Why did I start Hillclimbing? By Andrew Thorpe

Quite why I chose to start Hillclimbing at that moment, I don't really know. Perhaps it was an ambition rekindled by a Formula Ford I encountered when I was browsing Ebay during March last year. It made about £3500, which seemed good value, to me at least, for a single seat racing car.

Other than being a bit of an armchair motor racing enthusiast, my real passion was all things on two wheels. I had owned a succession of progressively larger and faster bikes since I was 17, culminating with my current Kawasaki ZX10R. I was feeling 'the need for speed', and clearly, with our friend Mr. Gatso having blessed this fair isle with examples of his products, I needed a new outlet for my adrenalin. A trip to Germany in 2004 on my tuned Kawasaki ZX12R was perhaps a turning point with motorbikes for me. I managed to take it to the 'double ton' on the autobahn. Believe me, 200 mph is very scary on a bike. On my return, I decided that was enough of the silly stuff, and I had to find something slightly more sedate, but enough to get that 'buzz' from.

I had been introduced as a spectator to Hillclimbing back in the late 1970's by Richard Thwaites, one time Harewood record holder. He owned, among others, an Elva, a Chevron and some kind of Lola, with a monstrous V8 engine. These were 'sports' cars. At the time, a 'proper' racing car, to me at least, was a single seater, with open wheels. Obviously I didn't know any better in those days, but I was young and easily impressionable. I decided that 'someday' I would buy one, and Hillclimb it.

Time moves on, and having set up in a manufacturing business in 1997, I was eventually fortunate enough to be able to fulfil my youthful ambitions. Some intense Ebay-ing found a 1989 Formula Renault 1700 on a Swift chassis. This thing was bright red, had wide slicks, and wings. 'This

is what a racing car should look like', I thought, whilst handing over (far too much) cash for it. I very quickly learned some sharp lessons:- The car was in no way suitable for the task intended. The engine size was only marginally larger than the class below, yet gave away 300cc to all the other cars its own class. It had a standard Renault gearbox, whose ratios could not be changed. Spares were a nightmare to get hold of, and worst of all, I had not actually driven the car before buying!



I went through the process of applying for my licence, attending the superb driving school in the very

capable hands of John Green, purchasing overalls and helmet. Car 'preparation' involved kicking the tyres and applying a load of bright blue paint. Some of the paint on the rear wing had not dried properly at the first meeting, the result of which was a perfect horizontal blue strip across the front of my overalls, as I leaned against it.

My first event was the meeting on the 14th. May. Now bearing in mind that I'd never actually driven the car before, I was caught unaware by the 'on-

off switch' clutch action and resultant 'kangaroo' impressions. This was not helped by the fact that I am 6ft tall, and the cockpit was built for members of the 7 car racing team that Snow-White used to run. The problem here was I could easily select first gear, but to shift the lever back into second, meant trying to lift my shoulder above the top cockpit rail, to gain enough space to move my arm. Several crunching noises and about 82 seconds later, I reached the finish line on the practice run.

Upon climbing out of the car, I spoke to John Waggitt and Tim Wilson. Both of their debrief comments were along the same lines: "Don't worry about speed at this stage, just learn the track and keep it pointing the right way on the black stuff" ! The speed, I was assured, would come later, although worryingly, neither of them wanted to add a timescale to 'later'. Not to be put off, I went out for another couple of practice runs, followed by the timed runs. I was pleased to be able to report that on each time out, I beat my own personal record. OK, I got the time down to 73.22, but felt was an achievement for my first time.

A break of a few weeks until the next meeting lead to a review of the car we were using and the hasty purchase of another equally unsuitable 1990 Formula Renault 1700, but this time in a Van Diemen chassis. The car was in much better condition, newer and more importantly had a larger cockpit and the dubious luxury of a hydraulic clutch, rather than the cable operated item in the old Swift. I managed to get my time down to 66.32, and actually beat someone in a 2 -litre Gould, much to my amazement....and his.

Our next and last outing to Harewood for the season was on Saturday 17th. September. We had carefully prepared the car, (more blue paint), and had invited a large group of friends and neighbours along to watch in the warm late summer sunshine. We should have known better. The hydraulic clutch started playing up. The seal on the master cylinder was leaking, and I had to abort my first practice run before the start line, and suffered the indignity of a tow up to the pad-

dock.

We refilled the reservoir, and all seemed to be functioning correctly. I got the green light, and got a really good launch. Carried good speed through the Esses, round Country, still on the pace, through Willow and Orchard. I remembered everything John Green had told me about braking points for Farmhouse, and double apexes on the bend, and powered off up to quarry. It was going too well. As I came in sight of the finish line, whilst still on the bend, I could see the timing board reading under 60 seconds. The temptation to get under 60 was too much. I just gave it a tiny bit more throttle, then wondered why I was looking back down the bend, from where I had just come. I was still on the track, but in such a position that without a reverse-gear, I couldn't get going again. The next run was curtailed very quickly by the



clutch playing up again. We just couldn't get it to work, so we packed up and headed for home, curry house and pub.

Although we had assumed that this would be our last outing of the season, the opportunity to buy Ian Pearson's BARC Championship winning Tatuus Formula Renault FR2000/97 presented itself. The two earlier Renaults were sold, and we took delivery of the new car, and simply had to do something with it before the season closed. The car was everything the previous two were not. We had a full 2-litre engine, lightweight carbon bodywork, Hewland LD200 gearbox with proper hill-climbing ratios fitted, and a car into which I fit comfortably. No air-con, cupholders or sat-nav,

but we could live with that. We entered the end of season sprint at Curborough, and ended up winning our class. That only served to whet out appetite for a last-gasp effort from the dying throes of the season. As luck would have it several competitors had pulled out of the Cadwell Park Sprint, and I got a late entry. I had seen many bike races at Cadwell, but had never ridden or driven around. We were allowed a familiarization lap, at no more than about 40 mph of the full circuit and I tried to remember which way the track went. We were

rewarded with a class win, OK it was a class of one, but nonetheless, I was pleased with the car, and the times.

Whilst I enjoyed the sprints, the camaraderie and atmosphere at Harewood can not be beaten. Not only that, you can see all the action from one vantage-point. Whilst we will travel further afield this year notably to Anglesey and Jersey, most Harewood dates are firmly scribed on our calendars. I would like to thank everyone who has



"Staniforth takes pole position".—1960

John Holroyd has now posted a number of images from Yorkshire Centre events of the 1950s/1960s on his site

www.motorsportphotographs.com

which may be of interest

CONTINUOUS IMPROVEMENT

By Tim Wilson

If you don't improve, you get left behind. This applies to venues as much as it clearly does to competing cars.

Our biggest commitment for 2006 is a new entries and results system. In case you ask 'why?', the existing systems are several years old, run on now obsolete software and cannot be developed to provide the results service we would like. The new system is in the final stages of development and will be run in parallel with existing systems until we are satisfied with its performance and reliability. We will also replace most of the hardware as part of this project. It may not sound much but it does represent a lot of work and a five-figure investment!

A more obvious change to our timing set-up is a new timing hut. Purchased last year (on Ebay!), we spent the winter refurbishing and rewiring it and hope it will provide better accommodation for the timing team and the increasing amount of equipment.

Our resident grounds team, Wattle & Daub, have kept the venue tidy since the racing finished in September. They were joined for the February Working Party by several competitors and Harewood regulars to bring out the Recticel safety barriers. A few of the competitors helping out commented that they never realised so much effort went in to prepare for the new season....and they only saw part of it! Other changes made to Harewood include:

- New Armco at Quarry
- Extra Recticel safety barriers at Clarks
- Armco repairs at Willow
- Refurbishments to the toilet block
- Ground works to the catering area
- Modifications to the recovery truck
- New fencing and seating
- New Start banners
- Etc, etc

Thanks to everyone for their efforts.

BIRTH

BARC Yorkshire Centre is pleased to announce the safe arrival of Emily Jayne born 6th March weighing in at 5lb 12oz to Caroline (Chief Paddock Marshal) and Simon Marston (Chief Start Marshal).

A new marshal of the future??

FOR SALE

EQUIPE HERBERT SPRING SALE

Set of Dunlop 548 compound slicks, comprising pair of 225x605x17s and pair of 240x605x17s. Have covered just 20kms on Italian hillclimb and been carefully stored since.

Ideal for long Continental hillclimbs, sprint races, or track days.

Were fitted to 7.5 and 8.5 inch wide BMW M3 rims, but would be suitable for Subaru Imprezza or Mitsubishi Evo etc.

Cost almost £700 new, accept £250.

Sparco FIA two layer Nomex race suit in green and white with red trim. Size 54 [42 inch chest]. Used but in good condition, and will throw in matching Sparco boots [size 8] and gloves for **£100**.

Sparco three compartment kit bag in yellow and blue, used but in good condition **£10**.

Tony Law four separate pipe exhaust manifold for Cosworth BDA. Suitable for Locaterfield or open car installation **£60**.

Call Peter Herbert on 0191 3018723 [O], or 01325 377125 [H].

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 andy@sherratt.me.uk

WANTED

ASSISTANT SECRETARY

NEEDED FOR "ON THE DAY" AT EVENTS

Contact: Jackie Wilson on 01484 318123

Or e-mail:

wilson.harewood@ntlworld.com

Our 2006 season sponsors and advertisers

Championship sponsor

Richard Alexander Volkswagen – *regional Volkswagen retailer*

Weekend meetings

Cubicle Centre – *washroom cubicle manufacturer*

Kroll – *Corporate & Advisory Restructuring Group*

Class sponsors

Guyson International – *industrial blast, wash & cleaning equipment*

Knight Frank – *commercial and residential property specialists*

MTA Systems – *fire, intruder alarm, CCTV and access control systems*

Time clock sponsor

Cubicle Centre – *washroom cubicle manufacturer*

Advertisers

Caterham Cars – *British sports car manufacturer*

Crusty Pie Company – *traditional and specialist pork pies and outdoor catering*

Dry It Out – *car storage dehumidifiers*

Harewood Speed Hillclimb Driving School – *learn how to drive the hill*

Harrogate Spa Water – *the original British spa water*

KT Green – *local Subaru, SaangYong, Isuzu & Daihatsu retailer*

Nicholas Smith – *local Renault & Daihatsu retailer*

Omax Engineering – *parts making machines*

OMS Racing – *racing cars to suit all budgets*

Pre-source – *reduce your costs with reverse auctions*

Schofield Insurance – *specialist car insurance*

SPA Training & Development – *communication training & organisation development*

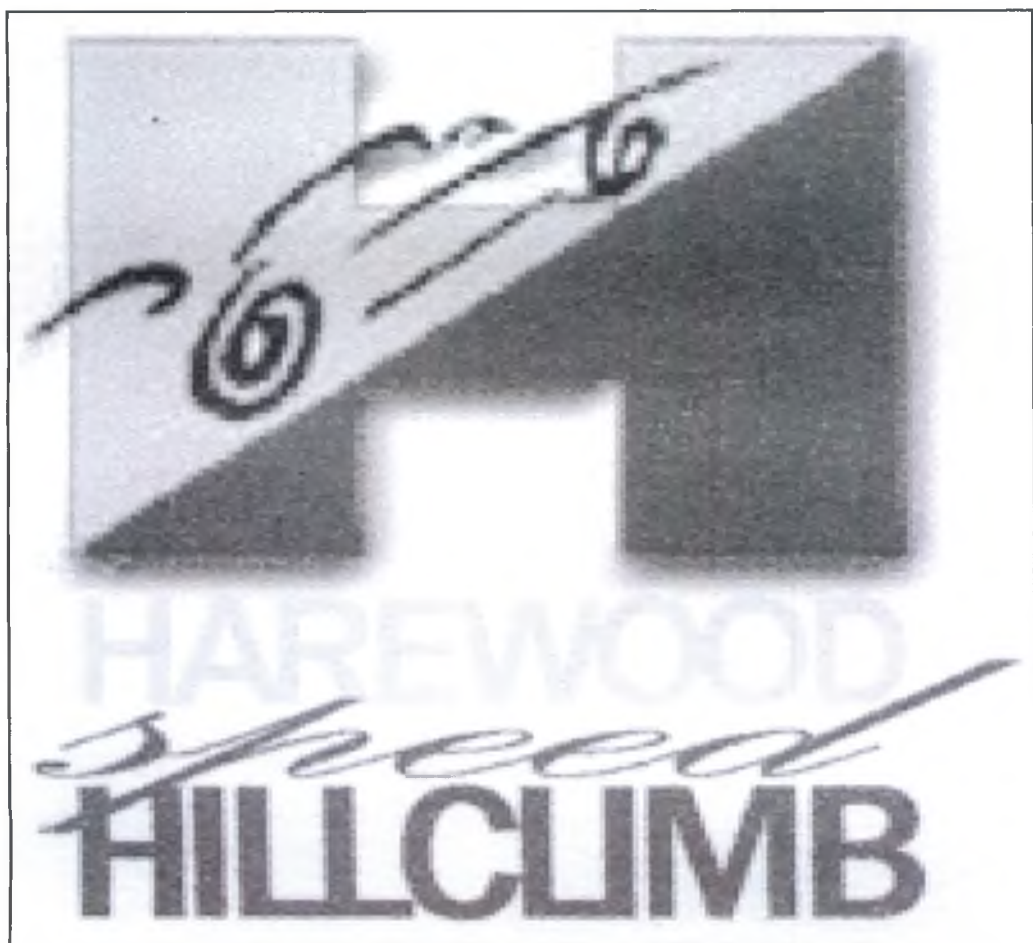
Spen Bearings – *bearing and oil seal specialists*

Spotless Cleaners – *professional car valeting in the Wharfe valley*

Templeman Ross – *chartered accountants*

Whatnonegatives.com – *motorsport photographers*

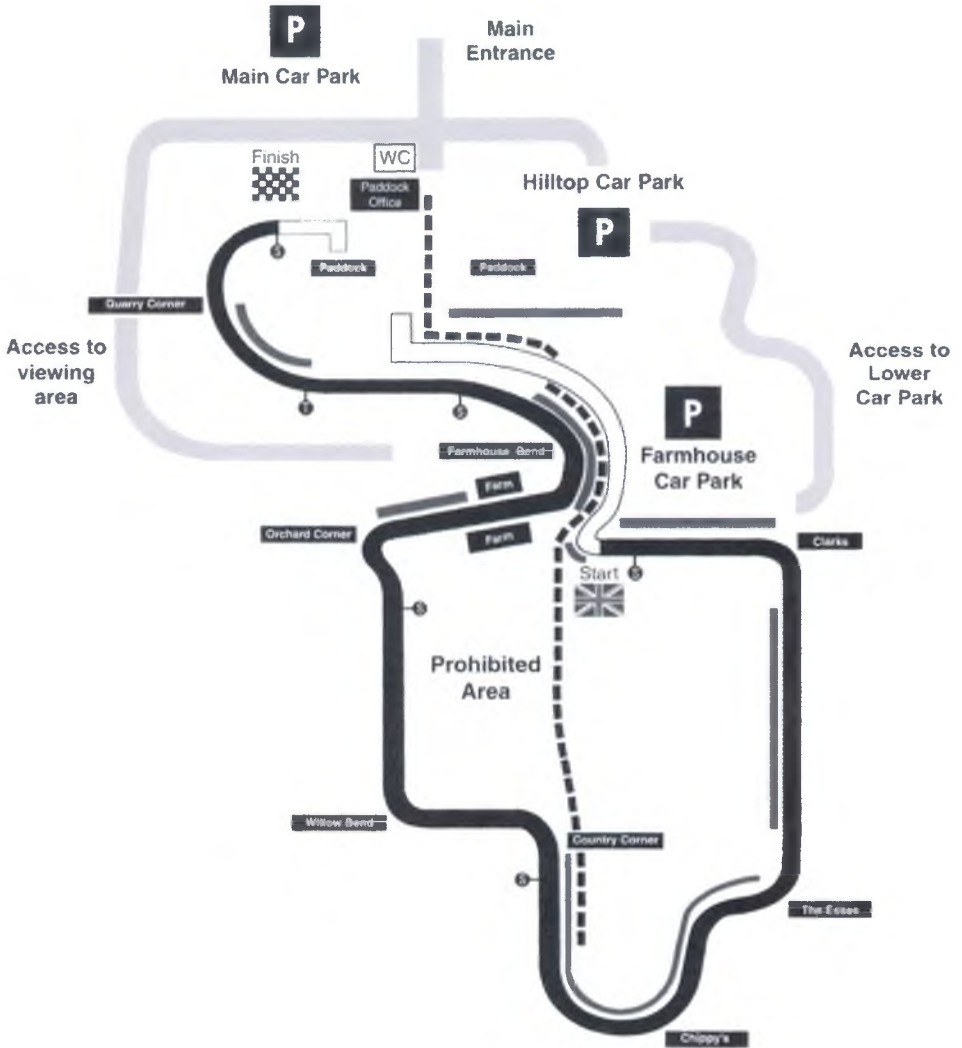
& Official Harewood Photographers



www.harewoodhill.co.uk

HAREWOOD SPEED HILLCLIMB COURSE

Map showing the position of the splits and speed traps



BARC YORKSHIRE CENTRE ANNUAL COMPETITIONS 2006

Some very handsome Trophies are up for grabs in 2006 for the Centre Annual Awards. These magnificent Trophies are open only to **BARC Yorkshire Centre Members** and it is therefore essential that you enter on the form below by the May Hillclimb weekend at the latest. [You will still receive retrospective marks for the Training Day, the Practice Day and the Easter Hillclimb]

THE PEARCE TROPHY [Marshals/Officials only]

Points are awarded to Marshals and Officials on the scale below at all BARC Harewood Events [including training day].

The final marking will be 9 events from the 12 that qualify [3 lowest marks dropped], but with the addition of the possible extra bonus points marked * below.

Each registered member is awarded 3 points for each full day attended (half day, 2 points only) **plus** the following bonus points:

3 bonus points for Clerk of the Course.

2 bonus points for Deputy Clerk of Course – Secretary of the Meeting – Chief Marshal – Event Manager.

1 bonus point for Assistant Clerk of Course – Assistant Secretary of the Meeting –
Course Controller – Deputy Chief Marshal – Chief Paddock –
Marshal – Chief Start Area Marshal – Observer – Club Steward.

[2 occasions only to be counted on any combination of the above]

*1 bonus point for attending on a Saturday. [Open to all registered members]

*1 bonus point for each of the events over 9 that are attended. [Open to all registered members]

At the end of the season a special commemorative plaque will be awarded to all registered member Marshals/Observers who attend every event day during the season.

THE FIRTH BOWL [Lady Marshals/Officials only]

Awarded to the highest placed Lady in the Pearce Trophy

THE KEN LEE TROPHY [Competitors only]

For registered BARC(Y) competitors only.

1 st in class [subject to 4 starters]	6 points
2 nd in class [subject to 4 starters]	5 points
3 rd in class [subject to 4 starters]	4 points
All other starters	3 points

['starters' are defined as follows - competitors who start the afternoon timed runs]

If less than 4 starters in class, points will be based on last in class getting 3 points, next highest 4 and next highest 5.

THE CHIPPY-IOLA VASE [Everyone eligible]

For Couples/Father/Mother/Son/Daughter combinations [2 persons] from the Pearce Trophy and the Ken Lee Trophy competitions. Marked as above but **all** events count towards this award.

Registered members are eligible to win more than one Trophy.

The closing date for entries will be 14th May 2006 – Retrospective marking will be allowed on all entries received by this date.

Administered by the Hon Comp Sec. - **Chris Seaman, Seaman Photographer Ltd, 193 London Road, Sheffield, S2 4LJ**
To whom all queries must be directed. Telephone 0114 258 5695 [Office] or email chris@seamans.fsnet.co.uk

Please cut along dotted line

Please complete in BLOCK CAPITALS and return to the Hon Competition Secretary

Chris Seaman, Seaman Photographer Limited, 193 London Road, Sheffield, South Yorkshire, S2 4LJ
email chris@seamans.fsnet.co.uk

I wish to enter the 2006 Annual Competitions – I am usually a MARSHAL/OFFICIAL/COMPETITOR [Delete as necessary]

NAME

ADDRESS

POST CODE

BARC(Y) MEMBERSHIP NUMBER

SCENES FROM F
(and yes, the weathe



All photos by wha

PRACTICE DAY
was kind to us!!)



trnonegatives

Harewood Speed Hillclimb

Merchandise Order Form

Name

Address

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Post code Tele no.

E-mail

Item	Size Available	Price	Size Required	Quantity	Total Price
T-Shirt (White or Navy)	M,L,XL	£ 8.00			£
Polo Shirt Mens	M,L,XL	£ 13.00			£
Polo Shirt Ladies	12,14,16	£ 13.00			£
Sweatshirt	M,L,XL	£ 15.00			£
Fleece	M,L,XL	£ 25.00			£
T-Shirt Childs	Age 3/4	£ 6.00			£
T-Shirt Childs	Age 5/6	£ 6.00			£
T-Shirt Childs	Age 7/8	£ 6.00			£
Prostyle Cap (Adult)		£ 7.00			£
Cap Child		£ 5.00			£
Harewood Patch		£ 3.50			£
BARC Patch		£ 3.50			£
BARC Windscreen Sticker inner		£ 1.50			£
BARC Windscreen Sticker outer		£ 1.50			£
				TOTAL	£

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

TROPHY LIVES

By Peter Herbert

The name Guyson is synonymous with the BARC Yorkshire Centre, Harewood, and speed hillclimbing, and each year the Guyson Sandblast Trophy is awarded to the best performing single seater driver relative to the car's class record at Stockton Farm. This distinctive cup, complete with Jaguar bonnet mascot handles, was originally donated for the fastest Jaguar driver at the hill.

Originating from a modest Otley based family industrial cleaning and refinishing business, Guyson International is now a worldwide concern specialising in the manufacture of blast finishing, spray wash, and ultrasonic cleaning equipment, and it was the late Jim Thomson who, through his love of hillclimbing, raised awareness of his company through involvement in the sport. A competitor at the wheel of Jaguar sports cars, Vauxhall saloons, and Pilbeam single seaters, Jim was followed into hillclimbing by sons James and Tim, the former becoming the then youngest ever British Hillclimb Champion in 1981 at the age of twenty.



Jim Thompson rounds Farmhouse at the wheel of his Pilbeam MP40, bearing the company logo, en route to setting a new Harewood course record in 1982.

This trophy currently resides in Boroughbridge with previously owned sporting vehicle reallocation specialist John Waggitt. Harold Firth was a committee member from the time of the reformation of the Yorkshire Centre following the Second World War. Eventually he became Vice Chairman of the Centre before

retiring to concentrate on his other passion golf in 1960. In 1955 the Firth Bowl was presented to the club to be awarded for navigator performances on competitive events that required guidance from the passenger seat, of which there were many, mostly in the form of rallies and trials, in those golden years of the Yorkshire Centre. Harold died in 1964, but his name lives on



Harold Firth seems to be enjoying himself more than the driver, C.D. Wilson, Mike's father, as their Ford Special returns to earth after a muddy descent during a centre trial.

through a trophy that is now awarded to the highest placed lady in the club's annual points competition. The current holder is Carol Wride who has put so much effort into the organisation of the club dinner and the administration of club merchandise sales.

The Pearce Trophy is awarded each year for the winner of the club's points competition, and currently lives with a relative newcomer to the Harewood organisational team, Richard Norbury. Little is known about Alec S. Pearce, but he was a pre war Centre member who served as Secretary until 1951. Apparently the award was originally allocated for marshalling, competing, organising, or a combination thereof, according to a mind numbingly complicated marking system. The Yorkshire Post Trophy is one of the few awards still presented by the Centre for its origi-

nal purpose, fastest time of the season at Stockton Farm. From its early days Harewood was sponsored by this Leeds based newspaper through its then motor sport reporter Matt Shelly. Matt was a former motor cycle racer who, after being badly injured in an accident, took up journalism when no longer able to ride. This prestigious award now lives in Oxfordshire with reigning British Hillclimb Champion Martin Groves.

The Appleyard Trophy was first awarded in 1966 for the best time set during a Harewood season by a Jaguar, of which there were many competing at that time. The Leeds based Appleyard Group were the largest Jaguar dealer network in the country, and Ian Appleyard's connections with the manufacturer were impeccable as he had married founder Sir William Lyons' daughter. Aboard an SS 100, and later the famous white XK 120 registered NUB 120, Ian and Pat Appleyard won the Alpine, Tulip, and RAC Rallies. The trophy is now awarded to the best performing driver in a Modified Production Car at the hill, and it is particularly fitting that Richard Spedding, at the wheel of father Haydn's grand old E Type, is the current holder following his amazing 61.69s ascent.

Of the Total Trophy's origins sadly little is known,

although it is thought that the oil company once had offices in Wakefield, and an employee was a Centre member. Whatever, it is now awarded to the best performing driver in the road going kit car classes relative to the class record, and Westfield pilote John Hoyle is the cup's present guardian.

The Tommy Wise Trophy has been awarded each year since 2002 in memory of the late great Mike Wilson to the person who, in the view of the Centre Committee, typifies the spirit of Mike through the furtherance of motor sport at Harewood.

Presented to the club by Nikki Wise, Tommy's daughter and Mike's god-daughter, the cup is actually one of Tommy's old trophies, a legacy of numerous motor sporting adventures that Tommy and Mike shared when they rallied together in Javelins and Jupiters for Bradford manufacturer Jowett. Indeed, the pair were in France competing on the 1950 Monte Carlo Rally the day Nikki was born.

Tommy died in 1985, and when Mike joined him in that great paddock in the sky in 2002 Richard Hardcastle, a protégé and great friend of Wilson who rose from spectator to clerk of the course under Mike's tutorship, became the trophy's first



Tommy Wise and Mike Wilson [left to right next to car 120] with the rest of the works Jowett team at the finish of the 1950 Monte Carlo Rally.

recipient. The award is currently in the Sheffield photo studio of our competition secretary Chris Seaman as a mark of his devotion to the club and energetic committee activities.

The Derek Clark Memorial Trophy is awarded each year to the person who, in the opinion of the Centre Chairman and Vice Chairman, has done something over and above the call of duty in the interests of our sport, much in the manner that the late Derek Clark did in organising the purchase of Stockton Farm from Arnold Burton and helping to create Harewood Hillclimb Ltd. Derek was an enthusiastic BARC member who became Chairman of the Yorkshire Centre, a position much later assumed by his son Simon. Back in those wonderful and simpler days when an everyday road car could be driven competitively in a variety of sporting disciplines, he successfully tackled autotests, trials, and rallies at the wheel of such diverse machinery as an Alfa Romeo, Sunbeam Alpine, and Jaguar E Type. Later he took to the hills and circuits with more serious kit such as a Brabham BT35, and March 73A F5000.

Following his untimely death in 1982, Derek's widow marked her late husband's commitment to the Centre with a silver trophy bearing his name. Subsequently, when the Harewood Course was extended, the Clark appellation was also given to the first corner.

In recognition of his tireless efforts to keep Harewood's temperamental results service functioning, Richard Hooper is the current custodian.

Professor Timothy De Dombal held the chair in Clinical Information Science at Leeds University and was a life long motor sport enthusiast. Following a little light sprinting in an MGA, Tim became Medical Officer, then Chief Medical Officer, at Harewood from its earliest days. A great innovator of motor sport medicine, he was instrumental in the formation of the Medical Officers Group [Yorkshire], known affectionately as MOGY; ran winter night classes that taught basic first aid and incident management for marshals and competitors alike; and even once persuaded Stuart Turner, then head of motor sport at Ford Europe, to fund the MSA training video "Rescue".

Following the untimely and sudden death of this

consummate professional in 1995, Tim's widow Nancy donated the Tim De Domal Trophy to the club to be awarded for services to marshalling by a promising newcomer, and the current holder is Ian McChisney.

Much less is known about the origins of the Phil-



Portrait Francis Timothy de Dombal

pot Trophy. In fact almost nothing at all. Not to be confused with the Pol Pot Trophy, donated by a Cambodian tyrant to the driver of the dodgiest car of the season when measured against its class rules [just joking], it is alleged that the Philpot was donated to the Centre as compensation for the damage caused by an ill secured Lola that ran amuck in the paddock. Awarded now for outstanding services to marshalling, Andrew Wride is the present holder, who has supplemented his regular marshalling duties with many hours rescuing the Harewood results computer.

Although the Hatfields of Sheffield Trophy is one of several originally donated to mark Jaguar driving achievements, it remains the only one still awarded to the driver of a Jag.

Andrew Jeffery, General Manager of Sheffield's Jaguar dealership, awarded the trophy in 1985 for the best time set by the driver of such a car during a Stockton Farm season. Now it is award-

ed to the highest scoring Jaguar driver in the hill championship.

Andrew is of the family that once controlled Wallace Arnold, and hillclimbed a Mini during the seventies. He now circuit races a classic Jaguar XJ40 in the Jaguar Enthusiasts series. In recent years Haydn Spedding has rather made this trophy his own, and it still remains on his Barnsley mantelpiece.

And so to the Scrutineers Trophy, offered each year to the best presented car at Harewood events. This was the brain child of Jimmy Fenton at a time when the club ran a variety of events. To be awarded at the discretion of then scrutineers Sid Hanson and Eric Toyle, account was taken as to whether the competing vehicle was used on the road as well as track, and at least three appearances in competition during a season had to be made.

The idea was that the pot could go to a competitor who might not otherwise have picked up a trophy, but in fact the first winner, in 1962, was seasoned campaigner Bruce Moss for his very successful and impeccably turned out Riley 1.5. Mr Fenton was something of an extrovert, and apparently his engagement party at the family home in Rodley is still talked about in less polite West Riding circles. The Fentons owned the Mintex brake company before it went public.



Bruce Moss gives his Michelines death during the 1962 Spring Sprint at the helm of the immaculate Riley 1.5.

The trophy currently sits alongside the Guyson in the Waggitt family's Boroughbridge mansion in recognition of Bronwyn Waggitt's beautifully restored ex Chris Seaman Brabham BT30, which has brightened the Stockton Farm and Shelsley Walsh paddocks last season.

And so that just about completes this inventory of annual Centre awards and their backgrounds. Yet one still remains, and such is the story behind it that the telling must wait until the next "Times".

I wish to thank Simon Clark, Richard Hardcastle, Tony Hodgetts, John Holroyd, Andrew Jeffery, Tim Thomson, and Chris Seaman for their invaluable assistance in the preparation of this story.

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

CHAIRMAN'S ANNUAL REPORT 2005/06

I am pleased to be able to report another successful year for the Yorkshire Centre. We ran a full calendar of 9 hillclimbs, a member's practice day, driving schools, corporate days and perhaps the best single venue hillclimb championship in the country.

We saw near maximum entries at all the events and over 70 contenders in the OMS Racing Harewood Speed Hillclimb Championship. This success must be attributed to our commitment to improve and invest in the hill. I believe it also confirms that we are looking after the interests of our members by promoting and providing good quality motorsport.

Harewood also had a good year financially and you can be confident that all the profit will be invested wisely in the venue. The main requirements of any hillclimb are the track and the timing equipment. We have invested heavily in these areas over the last 2 to 3 years and throughout 2005 we continued to develop the timing and results systems. We still have plenty of scope to improve and it represents the main focus of our efforts for 2006. However it is setting standards and we were delighted to have our commentator's system and results booklet commended in the national motorsport press last year!

Our ability to invest so well has benefited from the success of the Hillclimb School and the efforts of our marketing team. We continue to develop the school with advanced courses, Caterham Academy schools and corporate days. Corporate interest in our events has also increased significantly in the last 12 months. Sponsorship is vital if we are to continue developing the venue and we are indebted to all sponsors, past and present.

On a more practical note, we continue to work closely with our neighbours to address their concerns about noise from our events. We have good relationships with them and have made progress, but we must and will continue to reduce the effects of noise.

All this activity came about from the hard work of your Committee and numerous other individuals who work closely with us. I would like to thank them all for helping to deliver another successful competition and financial performance for the Yorkshire Centre. Finally, I would like to thank Martin Baker, who retires as Treasurer. Martin has handled the growing demands on this position well and managed our finances professionally for several years. I am grateful for his commitment.

Tim Wilson
Chairman, BARC Yorkshire Centre.

John Brierley was a Huddersfield Textile manufacturer and was a very active and long standing member of the Centre in the 1950s and 60s in almost all the speed events at Burtons, Scarborough, Castle Howard and Catterick as well as Members race meetings at Aintree, Mallory Park and Oulton Park. He campaigned a Cooper MG and a Lotus 7 which were always immaculately turned out. He supported the Centres Scaborough Rally and many other events. Also a member of the Huddersfield Motor Club.

Condolences to his Sarah his wife and the family



Brierley Cooper MG - Burtons

Obituaries

Mr John Brierley, 74 Mill owner and all-round innovator

JOHN Brierley was a textile man all his life.

The 74-year-old mill owner employed many thousands of people at the Huddersfield mill started by his grandfather.

But he was also an innovator, always keen to develop new ideas and equipment which could help progress.

Mr Brierley was born in Huddersfield and educated at Woodhall and later Charterhouse.

He studied textile engineering at the University of Manchester Institute of Science and Technology and did his National Service in the REME section, achieving the rank of captain.

In 1954 he started working full time at the family business, John L Brierley at Turnbridge, which spun, doubled and processed cotton-type yarns, mainly for weaving.

His father died in 1971 after a very long illness, so by the early 60s Mr Brierley was running the company.

At this time the company invested in the latest technology, German machinery.

Because of the cost it was vital that it operated for as long as possible. This led to 24-hour and ultimately seven-day working, which required monitoring equipment.

Mr Brierley gave a specification for equipment to be made and it

enabled the firm to determine how much work was being produced and, crucially, how much bonus should be paid.

He also bought an engineering company in Littleborough, near Rochdale, in 1973 and in 1976 he expanded Brierley's pipecleaner business by buying a Wallasey company, Hewitt and Booth.

During the 80s and 90s the company continued to increase productivity through continued investment in new machinery and a flat management structure.

Mr Brierley, of Lepton, was also an early user of Total Quality, which later became BS and ISO standards. He tailored his own systems for the company.

He was highly respected by all who worked for and with him and he always led by example.

He stopped being managing director in 1994 and passed the enterprise on to his eldest and youngest sons, Ian and Graham, who are the fourth generation to work there.

He still went into work for as long as he was able to, but over time reduced his days and hours. He stayed chairman until December 20 last year.

During his younger days he was an active member of the Huddersfield Motor Club, when again he used his inventive skills.

At the time the objective of rally driving was to maintain a certain average speed around the course.

So Mr Brierley and a friend developed a device to monitor how far away from the average speed the car was being driven, with parts from RAF equipment used in bombing calculations.

It was at the motor club that he met his wife, Sarah, and they married in 1965.

For 40 years his main focus was the business.

But he also supported many charities in a quiet way, the main one being the Central Lads Club, of which he was treasurer for over 30 years.

After semi-retiring he and his wife travelled more and had a new house built, with Mr Brierley involved in its technical details.

He was an active member of Lepton Community Link and a 'reading friend' at Lepton Junior School. He could also be seen daily helping to keep the village litter free.

He leaves his widow, Sarah, three sons, Ian, Mark and Graham, and four grandchildren, the last one being born the day before he died.

There will be a service of thanksgiving at 5.30pm on Friday, March 24, at St John's Church, Lepton.

BARC Yorkshire Centre is saddened to announce the death of **Joan Clark**, wife of the late Derek Clark and mother of Simon. Joan died on the 14th March. The BARC Yorkshire Centre extends its deepest sympathies to Simon and the rest of the family.



OBITUARIES

Jonathan Medley first competed at Harewood in the Caterham Academy series in June 2002 when he finished 3rd in the 15 strong class, just half a second off the top spot. In 2003 he moved on to the Caterham Graduate series of races and also became a regular competitor at Harewood.

He started work as a panel beater for JCT600, before moving in to car sales for the company. Later he took a job at the family stationary business of William Sinclair, looking after a number of major customer accounts. At Sinclairs, one of the largest employers in Otley, he progressed through the company until he recently became the Managing Director.

Jonathan was a petrol head through and through. He loved cars and always took pride in presenting his in immaculate condition, whether it was the first black Caterham or the more recent "Pimp My Ride" logo bearing powder blue R400M (for Medley) model. If there was a speck of dust or mud on the car, it was washed down, often between runs.



In 2003 Jonathan's eldest son Simon started competing and was very quickly challenging his Dad. The pair started to venture further afield to Prescott, Shelsley Walsh and Loton Park. But Harewood was his main venue, which he loved for the setting, the challenge and the people. Jonathan was regularly supported at Harewood by his wife and younger son David.

Jonathan was a member of the Harewood marketing team and through his many friends and contacts brought advertising revenue to the club and was always generating new ideas.

The competitors and marshals will all miss Jonathan, along with his banter, companionship and competitive streak. The BARC Yorkshire Centre extends its deepest sympathies to Susan, Simon, Nicola and David.

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Just to give an idea of the hard work
that goes on behind the scenes!

